AUTO EXPRESS

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AUDI TT IS BACK

SCOOP Iconic coupé reborn for the electric age

EXCLUSIVE IMAGE
JMG 400

NEW DACIA DRIVEN

FIRST VERDICT Brilliant Bigster is a no-compromise smash hit

TESTED BYD vs HYUNDAI

Can new Sealion 7 hit Ioniq 5 where it hurts?

NEW 'OLD' DEFENDER

Classic V8 restomod is a five-star car!

EXCLUSIVE MGS5 EV

On the road in ZS successor for the first time

PLUS New MG4 incoming

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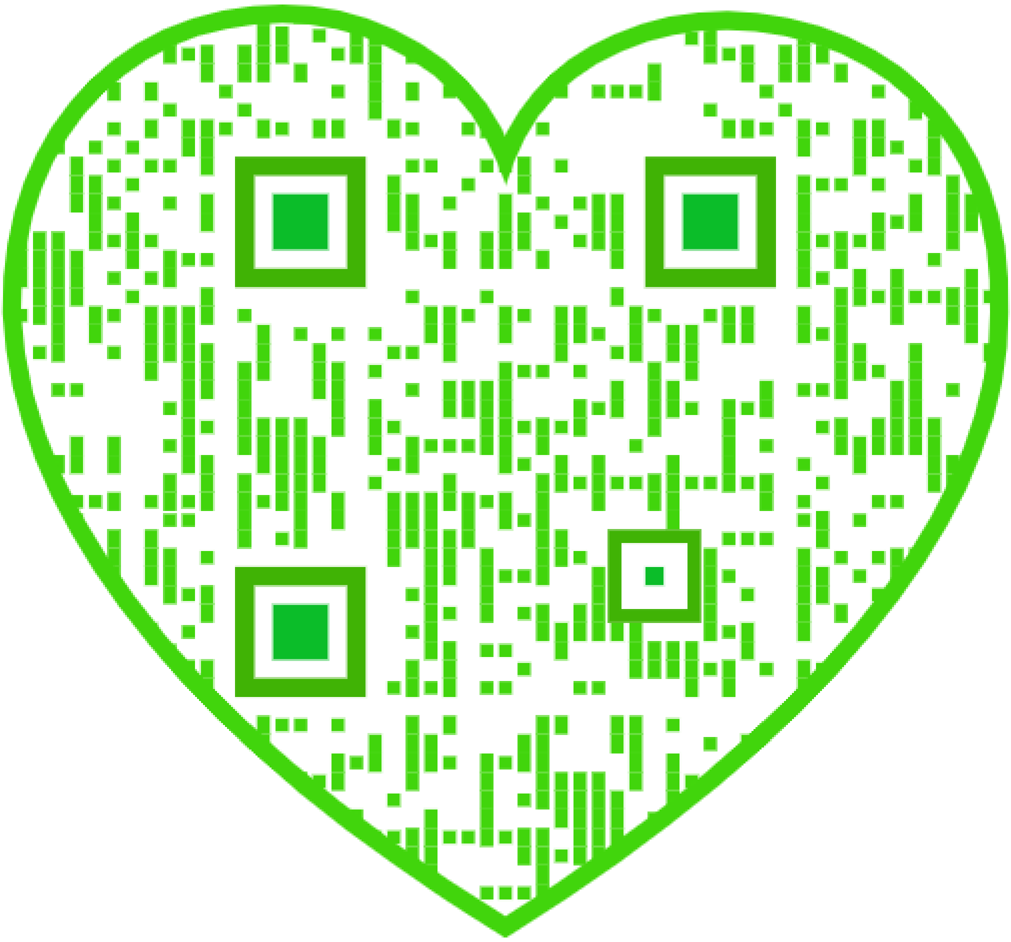
FIRST DRIVES CITROEN E-C3 ● ALFA JUNIOR HYBRID ● ROLLS-ROYCE SPECTRE BLACK BADGE



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NEW & USED

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NO-NONSENSE CAR SELLING HAS ARRIVED

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

THE trouble with the car industry and its move to electrification is that there are too many different opinions and vested interests. It's proving almost impossible to set out a clear direction that legislation and incentivisation can get behind when there's so much internal infighting, and the sector as a whole can't decide what it wants.

In the past couple of weeks alone, I've heard the bosses of two major car companies send very different messages about how they envisage the industry's direction of travel.

Firstly, Toyota, whose European chief corporate officer Matt Harrison had a clear 'technology neutral' message – that we shouldn't push manufacturers, and more importantly consumers, down one particular path, and everything from hydrogen to synthetic fuels, as well as electric, could be part of the long-term solution.

> **"IT'S HARD ENOUGH TO MANAGE THE BIGGEST SHIFT IN PERSONAL MOBILITY FOR OVER 150 YEARS WITHOUT THE ADDED CONFUSION OF SUCH MUDDIED MESSAGING"**

A week later, I was chatting to SEAT and CUPRA boss Wayne Griffiths, who was unequivocal in saying that electric vehicles are the answer and that legislators and consumers need to understand this and get behind them. He acknowledged the potential for other technology in the longer term, but was adamant the journey to 2035 will be one taken using battery power.

It's hard enough to manage the biggest shift in personal mobility for almost 150 years without the added confusion of such muddied messaging. But it's understandable – brands that are big in the US might be less focused on EVs than those in Europe, because that market is less interested in electric cars.

However, a united voice would make it easier for car makers to clarify what they want from regulators, as well as assist in incentivising it.

In many ways, it's a shame that low-emission synthetic fuels weren't a decade or so more advanced, or we could have considered keeping internal combustion engines, while mitigating the big drawback of exhaust gases.

But that tech didn't emerge quickly enough, and EVs and the charging network are rapidly addressing pitfalls around range, price and infrastructure.

They're not there yet, though, and an industry that can't present a united front because it doesn't seem to know for itself what the answer is, won't get us anywhere.

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

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Fastest-charging car in Europe

DRIVEN NEV

Alastair Crooks

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FIRST DRIVE Dacia's biggest car to date aims to shake up the mid-size SUV class. We reckon it's a compelling package

AEX DACIA is expanding its line-up over the next few years with a new 'C-Neo' hatchback to take on the Skoda Octavia, and an entry-level EV that will eventually replace the Spring – but in the meantime the brand is launching its biggest car to date, the aptly named Bigster.

The newcomer is pitched as a more practical, bigger brother to our 2024 Small SUV of the Year, the Dacia Duster, and represents the value-focused brand's first crack at the hugely important and competitive mid-size SUV market.

Prices for the Bigster start at just under £25,000, slightly less than the most expensive versions of the smaller Duster SUV. It's also, coincidentally, exactly the same starting price as MG's similarly sized HS, but it's comfortably cheaper than the Nissan Qashqai and Kia Sportage, which both cost from around £30,000.

Rather than the Essential trim level other Dacias start with, the Bigster begins with Expression. This has dual-zone air-conditioning, a 40:20:40-split rear bench, front and rear parking sensors, a reversing camera and 17-inch diamond-cut alloy wheels. There are four 'YouClip' anchor points for attaching accessories such as cup-holders, phone mounts and bags.

Above Expression, Journey trim starts at just over £26,000. This adds 19-inch alloys, a powered bootlid, a heated steering wheel, heated front seats, unique seat upholstery patterns, a wireless smartphone

BIGSTER
HYBRID

POWERTRAINS
All Bigsters are electrified. TCe 140 and TCe 130 4x4 models have a mild-hybrid set-up, while the Hybrid 155 version gets a full-hybrid system. The latter is the first model in the Renault Group to use this powertrain

“THE NEWCOMER IS PITCHED AS A MORE PRACTICAL, BIGGER BROTHER TO OUR 2024 SMALL SUV OF THE YEAR, DACIA'S DUSTER”

W DACIA BIGSTER

ESSENTIALS

Dacia Bigster Journey Hybrid 155

Price: £29,245 **On sale:** Spring 2025
Powertrain: 1.8-litre four-cylinder petrol plus 2x e-motors, 153bhp total output
Transmission: Six-speed automatic
0-62mph: 9.7 seconds
Top speed: 112mph
Fuel economy: 60.1mpg
Emissions: 105g/km
Size (L/W/H): 4,570/1,810/1,710mm

charger, electrically adjustable door mirrors and high-beam assist.

The range-topping Extreme model costs from around £26,500 and, as we’ve seen with the Duster Extreme, this version is geared more towards owners with an active, outdoors lifestyle. It features smaller 18-inch wheels, keyless entry, roof bars, a panoramic sunroof and brown copper accents. There’s even washable seat upholstery and rubber floor mats to make cleaning up after a gruelling hike or trek that much easier.

The Bigster uses the same CMF-B platform as the Duster and many other cars, including the Renault Clio. There are three hybrid powertrains to choose from, starting with the TCe 140 that uses a 1.2-litre three-cylinder turbocharged petrol engine, 48V mild-hybrid technology and a six-speed manual gearbox. It produces 138bhp and 230Nm of torque.

This mild-hybrid system doesn’t allow for pure-electric driving, but helps the engine fire up and when accelerating. Its 0.8kWh battery is recharged by regenerative braking when the car slows down.

The TCe 130 4x4 features the same mild-hybrid petrol engine, but here producing 128bhp and 230Nm of torque. Yet it adds four-wheel drive and five drive modes for different terrain: Auto, Eco, Off-Road, Mud/Sand and Snow. It also uses a manual transmission. We’ve tested this set-up in the Duster already and, just as with that car, we’re confident that the all-wheel-drive Bigster will have enough off-road ability to keep pace with pretty much any of its rivals.

We’ve driven the new Bigster in its Hybrid 155 guise, which is significant because the Dacia is the first model in the Renault Group to use this specific full-hybrid set-up. It consists of a 1.8-litre four-cylinder petrol engine and a six-speed multi-modal automatic

ON THE ROAD
Driver’s display can show native sat-nav or the driver’s phone mapping

gearbox, working together with one main electric motor, a separate starter generator motor and a 1.4kWh battery. Combined power output is 153bhp, while the e-motor provides up to 205Nm of torque.

You only get 'Eco', 'e-Save' and 'B' driving modes with the Hybrid 155, with the latter adding extra brake regeneration for the battery, which we felt was integrated pretty seamlessly. There's no 'Sport' mode, which makes sense. With a relaxed power delivery, a smooth-shifting six-speed auto and soft suspension, the Hybrid 155 is much more of a steady cruiser than something that'll challenge the likes of a Ford Kuga for driver engagement.

While the Hybrid 140 wasn't our favoured choice in the Duster, the Hybrid 155 is fairly well suited to the Bigster's more grown up and slightly more upmarket positioning, with its noticeably electrified powertrain.

At slow speeds, the Bigster's steering is light and with a relatively small turning circle of 10.9 metres, the Dacia doesn't feel like a handful in tight car parks. The extensive wheel travel afforded by the suspension combined with a respectable amount of side wall in the tyre (even on the larger rims) also means the Bigster's ride adapts to speed bumps and large potholes in town with ease.

While the Bigster is pretty adept for a family SUV around town and perfectly capable in the bends, it's on a motorway cruise where it does its best work on the road. The new car has a thicker windscreen than the Duster and, with extra sound deadening in the wheelarches and dash, there's less wind and road noise inside. A slight side effect is that the newcomer's petrol engine is a little more audible than we'd like.

Thanks in part to its relatively light kerbweight, the Bigster isn't as thirsty as you'd expect of a chunky SUV. The Hybrid 155 full-hybrid powertrain will appeal, thanks to its claimed 60.1mpg fuel economy – even better than the Duster Hybrid 140's 55.3mpg. We found that a mix of urban, country and motorway driving resulted in a figure of 50.4mpg – on a cruise we easily managed 62.2mpg, however.

Unlike the Duster, which gets a seven-inch touchscreen in entry-level models, the Bigster has a 10.1-inch central touchscreen as standard. It's angled towards the driver and uses Dacia's latest infotainment. The system isn't the most expansive, although the simple menu layout means it's easy to cycle through on the move. The graphics are clear and the responses are decent overall, but we had an occasional issue with the integrated sat-nav's laggy behaviour and it placing us on the wrong road. We'd recommend using the Apple CarPlay or Android Auto connectivity instead, which is standard anyway.

The driver's display is configurable to a degree with a rather basic trip computer readout, but you can have sat-nav (smartphone or in-car) on the screen, which is a classy touch.

As you might expect from a Dacia, the interior is mostly made from hard plastic, but build quality is solid and it feels like the cabin should hold up well to whatever families can throw at it. We also like that surfaces have been given different textures and patterns, so it doesn't look boring inside.

The grey headlining is a bit rough to the touch, although it looks durable and allows a bit of light into the cabin – great for the models not fitted with a panoramic roof. Some of the Dacia's inherent lightness is evident when you shut the doors, though, because they don't quite give you a satisfying clunk.

You can position the electrically operated driver's seat almost unusably low due to a steering wheel that sits fairly high up in the dash (even with the column lowered). That

DACIA
HB·704·ZX
BIGSTER

"THE TCE 130 4X4 ADDS FOUR-WHEEL DRIVE AND FIVE DRIVE MODES FOR DIFFERENT TERRAIN: AUTO, ECO, OFF-ROAD, MUD/SAND AND SNOW"

IN-CAR TECHNOLOGY
Drivers can quickly and easily activate a personalised mode for the driver-assistance tech using the 'My Safety' button on the dash. It's the same system that you'll find in a number of Renaults and it works well

INFOTAINMENT
A 10.1-inch touchscreen is standard on all models. It has clear graphics, and is responsive and easy to use

FEATURES
'YouClip' point allows the fitting of a light and cup-holder in the back; panoramic roof makes cabin feel airy

PRACTICALITY
Boot volume is up to 677 litres with the seats up, depending on the powertrain, while there is plenty of room in the back for passengers

means you're forced to sit up in a more traditional SUV driving position. Forward visibility is fine, despite the raised bonnet stretching out in front.

Leg, head and shoulder room is excellent with space under the front seats for rear passengers to put their feet. The window line isn't too high, either, so rear passengers shouldn't feel cooped up. An interesting quirk is the central rear armrest – to use it you have to fold the middle seat down.

What's even more impressive than the cabin space is the boot. The mild-hybrid offers 677 litres of capacity, while the figures fall slightly to 614 and 612 litres in the 4x4 and Hybrid 155 respectively. To put that into perspective, the MG HS offers 507 litres, the Nissan Qashqai up to 504 litres and Kia Sportage 587 litres.

Dacia has said it's not focused on throwing safety technology at its cars for Euro NCAP points, although plenty of safety features come as standard on the Bigster, including lane-keeping assist, traffic-sign recognition, driver-attention warning, an emergency call system and advanced emergency braking with pedestrian, cyclist and motorcycle detection.

VERDICT

★★★★½

THE Dacia Bigster takes all of the impressive things we like in the Duster and puts them into a larger package. The pricing is extremely competitive no matter which trim level or engine you go for, and space and practicality are real plus points. Quality isn't the car's strongest attribute, but it drives well enough and has all the kit most people will need. As a budget C-segment SUV it should steal a few sales off more premium rivals.

Audi TT to shape ne

SCOOP Iconic coupé could be resurrected for the electric era, thanks to the

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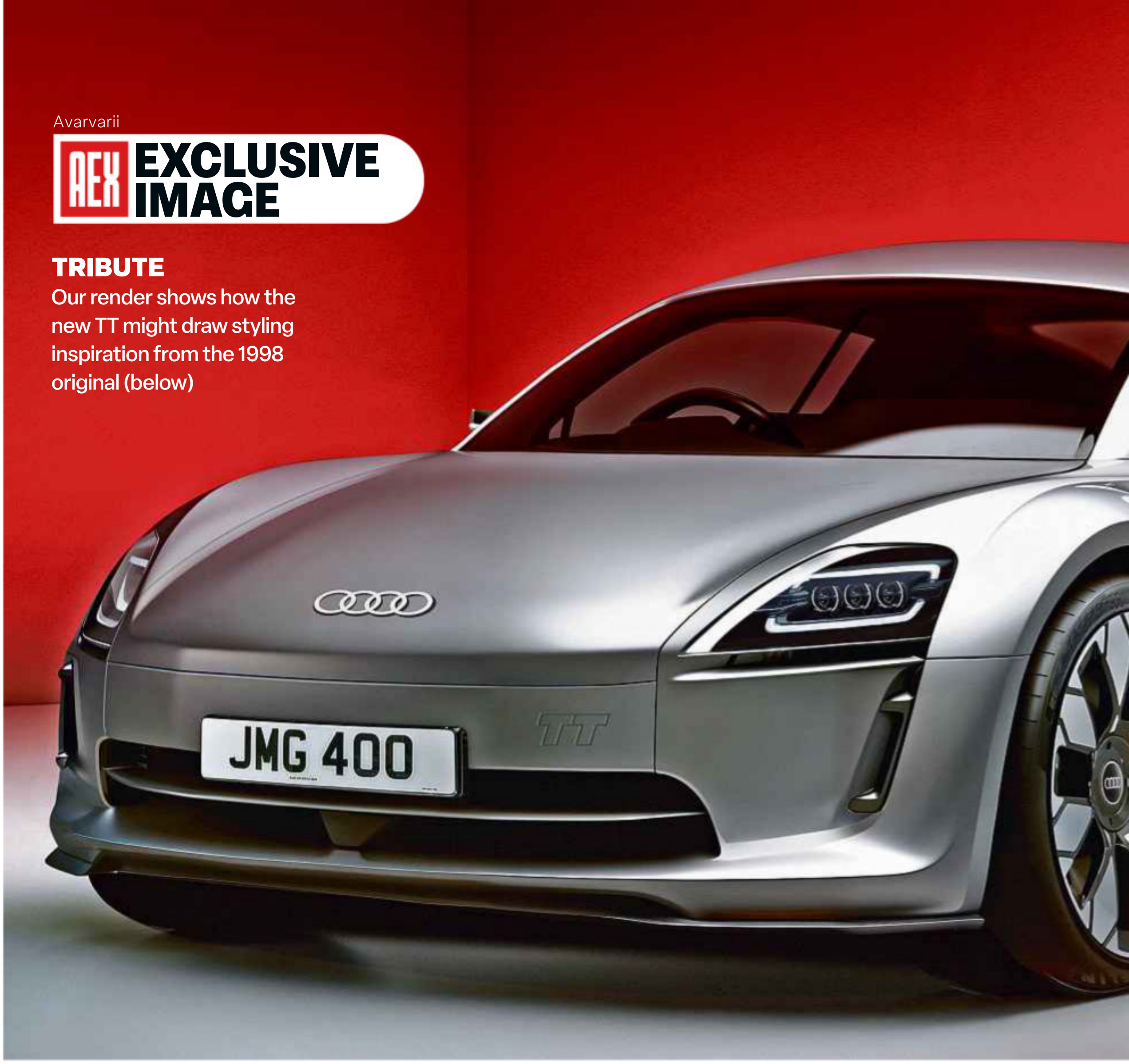

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AEX **EXCLUSIVE IMAGE**

TRIBUTE
Our render shows how the new TT might draw styling inspiration from the 1998 original (below)

AEX IF you think the TT is dead, think again. Audi is fast-tracking a new generation of sports cars influenced by the nineties coupé, which CEO Gernot Döllner describes as “an icon” and which fired the imagination of design chief Massimo Frascella. Our exclusive image shows how the new two-door could look.

“I believe Audi should have a sports car, for sure,” Döllner told Auto Express. “That’s part of the brand DNA, and we have to find the right way, timing wise, to integrate it.”

Within the wider Volkswagen Group, Porsche is leading a project dubbed C-Sport, and is due to unleash pure-electric replacements for the mid-engined 718 Cayman and Boxster this year. Expect lightning performance to eclipse the MG Cyberster’s, using a new electric architecture that Audi could tap into.

The rear and all-wheel-drive component set could be a sporty basis for a TT spiritual successor – unless Audi wishes to reinvent the TT as a four-seat GT car.

“If you’re talking about real racing cars for the track, to me the only way [for] now is combustion engine or hybrid,” said Döllner. “Long-term, there will be a place for fully electric sports cars, not for the track but for crossing the Alps or having fun on a country road,” adding that he sees rapid recharging as essential.

While Porsche’s C-Sport twins will be high performance and pricey, it sounds like Audi is keen for the TT to stay true to its attainable philosophy. That probably means any production car won’t arrive until 2027 at the earliest, on the new SSP electric architecture set for the next Skoda Octavia and VW Golf, and deploying hi-tech software co-developed with US electric-car pioneer Rivian. But the Audi won’t lack performance: SSP can accommodate a mix of e-motors to pack up to 1,000bhp.

The platform will offer an 800-volt architecture for super-fast charging speeds. Battery sizes haven’t been determined, but we can expect comfortably more than 400 miles of range in the next-generation TT, which should be one of the lighter SSP cars to make production.

The nineties coupé inspired Massimo Frascella, Audi’s new chief creative officer. “I discussed that car so much with Massimo; it was an inspirational car for his career,” Döllner told us.

Back then, Frascella was working for Giugiaro in Italy and was desperate to see the coupé in the flesh. “When the TT was launched in Italy, Massimo took a day off and went to the Audi dealer in Milan,” said Döllner. “He sat down in the showroom for one day and just looked at the car.

“Somehow he seems to have always had Audi in his mind, and now is the time to let Audi out of Massimo Frascella,” he added.

As such, we expect Frascella to pay close attention to Audi’s back catalogue, looking to the original TT to inspire the new sports car. Expect a wider, more planted stance, but a similarly rounded shape as a nod to the Mk1. Modern flourishes such as digital mirrors and flush handles could all feature on the new model.

Recruiting Frascella from JLR – where he played a key role in shaping the Range Rover’s modernist, clean look and laid the groundwork for Jaguar’s new electric design – is a critical pillar of Audi’s transformation.

Auto Express asked why Döllner head-hunted the Italian. “It’s his focus and minimalistic view on car design. Massimo tries to optimise as much as possible, to take everything away you don’t need. I think it’s a unique talent to have such a view on vehicle design.”

Frascella joined Audi in 2023 and his first big design will likely be a concept at September’s Munich Motor Show.

> **“WHEN THE TT WAS LAUNCHED, MASSIMO TOOK A DAY OFF, WENT TO THE DEALER IN MILAN FOR A DAY AND JUST SAT AND LOOKED AT THE CAR”**

"EXPECT A WIDER, MORE PLANTED STANCE, BUT A SIMILARLY ROUNDED SHAPE AS A NOD TO THE MK1"

w sports car

vision of new design boss Massimo Frascella

New PHEV range for 2025

A5 will be Audi's first new PHEV

AUDI is set to unleash a series of plug-in hybrids to satisfy growing demand.

"By the end of 2025 we will launch 10 plug-in hybrid models," said CEO Gernot Döllner. "The first will be the A5 based on the PPC [Premium Platform Combustion] architecture.

"Plug-in hybrids are an integral part of Audi's portfolio – an important contribution to achieving our CO2 targets, especially in countries where the transition is proceeding at different speeds."

The 2.0 engine and electric motor combination offers either 295bhp or 362bhp and will be fitted to several Audi models.

The second of the PHEVs will be the A3 Sportback, expected to be the UK best-seller. It will be capable of 87 miles on electric power and will land as soon as this summer because Audi UK anticipates big demand.

VORSPRUNG DURCH TECHNIK IS BACK! FUTURE AUDIS TO HAVE HI-TECH ETHOS AT THEIR CORE

THERE'S a revolution going on at Audi. "The fundamental transformation of this company has started," said CEO Gernot Döllner at the company's annual media conference.

Breaking from German tradition, Audi has a new French R&D boss with a background in software, a new Italian design chief and a mission to refresh the product portfolio in two years. But there's one historic pillar on which the revolutionaries are doubling down – Audi's Vorsprung Durch Technik ethos.

It translates as 'progress through technology', and car fans of a certain age will remember it as an marketing slogan popularised by British advertising guru Sir John Hegarty. Its high point – literally – came when rally driver Harald Demuth drove an Audi 100 CS up the Kaipola ski jump in Finland to demonstrate the sticking power of quattro four-wheel drive.

It's a slogan so perfect that it should be as undroppable as England footballer Jude Bellingham. Those omnipotent three words are plastered across glass and steel buildings staring down at Audi's museum in its hometown of Ingolstadt.

Former marketing chief Henrik Wenders subverted it into 'Future Is An Attitude', but the accompanying 'Sphere' concepts seemed unclear, and fashion designer Stella McCartney cruising around in an e-Tron didn't have the same potent call to arms.

"Vorsprung Durch Technik is a powerful substance to build on," Döllner said, firing off a list of moments that inspired him. "Quattro, which brought all-wheel drive to the automotive world and to rally sports, the second Audi A8 with its impressive aluminium space frame technology."

Given the bloating effect of battery technology, high-volume extruded aluminium is "the basis of future electric vehicles," he said. He also name-checked Audi's aluminium armadillo, the A2, as "ahead of its time: electric-ready, aerodynamic, lightweight", so much so that it rocked when you turned on the windscreen wipers. Back to bulletproof Audi interior quality, Döllner also reminisced about Audi's once leading-edge interior quality and design with the TT, which is on the verge of a comeback.

The greatest slogans have longevity and the beauty of Vorsprung Durch Technik is that it forever drives Audi forwards. So next-generation VDT will focus on making Audi EVs hyper-efficient, far beyond the Q8 e-tron's risible 2.2 miles per kWh.

"We will take further steps in software, in design, in quality, to bring the brand back to where it belongs," said the boss. Talk is cheap, Gernot. But delivery on that promise will propel Audi back to the future.

PHIL McNAMARA

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Softer and less aggres

Ellis Hyde

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REVEALED Striking electric hatch is being toned down for its mid-life facelif

THE new MG4 EV has been revealed in China, less than three years after the electric hatch was launched. It now sports a very different look, blending elements from the MGS5 electric SUV (far right) and two-seat Cyberster.

As a result, the MG4 looks a lot softer and less sporty than before, particularly at the front, which now has a more rounded nose, subtler air intakes and a smaller body-coloured splitter on the bumper. The new headlights have shrunk too, but the traditional octagon badge remains.

It appears that MG has even gone as far as to tweak the design of the rear doors, removing the rising shoulder line and enlarging the windows. There's no longer any black cladding down the sides or on the C-pillar; instead there's extra body colour for a more premium look, plus a new wheel design.

The MG4's rear end has been toned down, too, with the twin-fin roof spoiler, thick light bar, faux diffuser and distinctive Y-shaped tail-lights all gone. It's now more generic, again featuring a larger use of body-coloured surfaces, while the lightbar is slimmer and links two arrow-like taillights that are reminiscent of those fitted to the Cyberster sports car.

So far, the only official pictures of the new MG4 are the three images you see here. However, a small selection of technical details was published by China's Ministry of Industry and Information Technology (MIIT) as part of its homologation process for new cars.

Probably the most important of these is that the new MG4 has grown in size, measuring 4,395mm in length – 108mm greater than the outgoing model – while its wheelbase has grown from 2,705mm to 2,750mm. It's slightly wider and taller, too, at 1,842mm and 1,551mm.

Curiously, the new model is also far lighter than its predecessor, given that the MIIT filing suggests one model it tested weighs 1,415kg – a whopping 240kg less than the existing entry-level model, which should provide a noticeable increase in range, among other benefits.

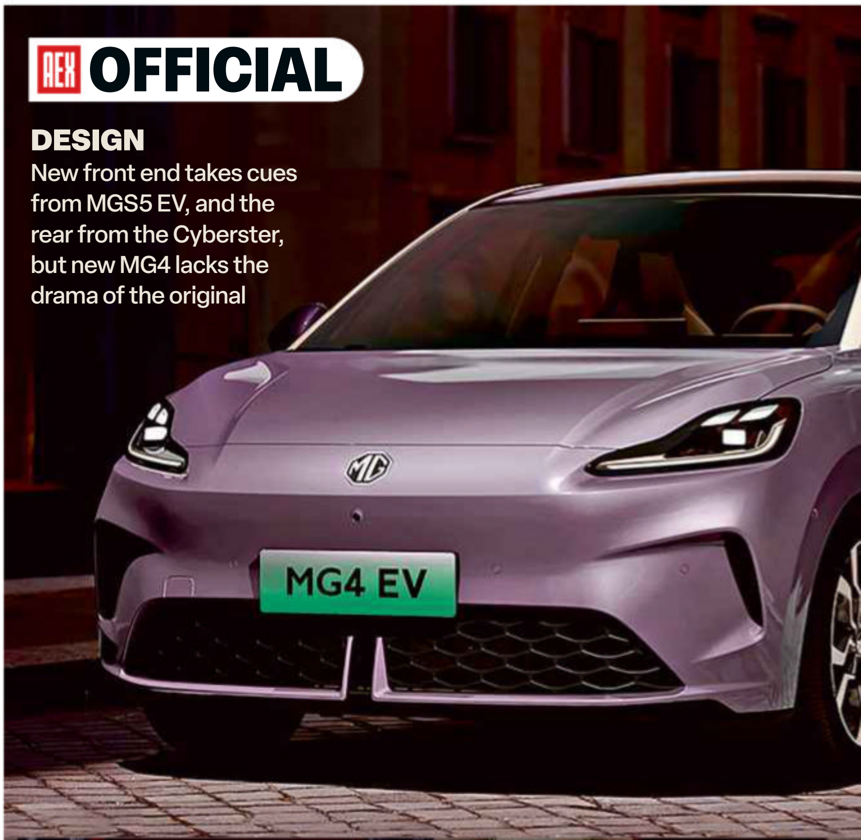
Both versions of the MG4 tested by the MIIT develop 161bhp. However, we expect there will be a wider selection of powertrains in the UK.

The current MG4 is offered with 49kWh, 64kWh or 77kWh batteries that provide up to 329 miles of range. Most of the line-up uses a single, rear-mounted electric motor that delivers between 168bhp and 242bhp, but the range-topping XPower has a dual-motor, 429bhp, all-wheel-drive set-up that can fire it to 62mph in less than four seconds.

We've yet to see any official pictures of the MG4's interior, but the images shared by the MIIT suggest the layout hasn't changed, and will still feature a 10.25-inch display on top of the dashboard, and a seven-inch driver's display behind a slightly squared-off steering wheel.

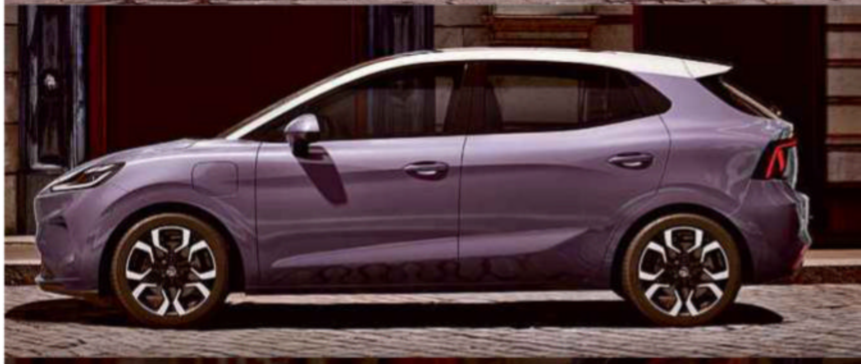
It's unclear when the new MG4 will be going on sale in the UK, although we expect it to land before the end of the year, presumably with a similar starting price to the outgoing model's £26,995. Meanwhile, competition will be more fierce than ever, stretching from the affordable Renault 5 and Citroen e-C3 superminis to the more sophisticated Skoda Elroq and Kia EV3 electric SUVs.

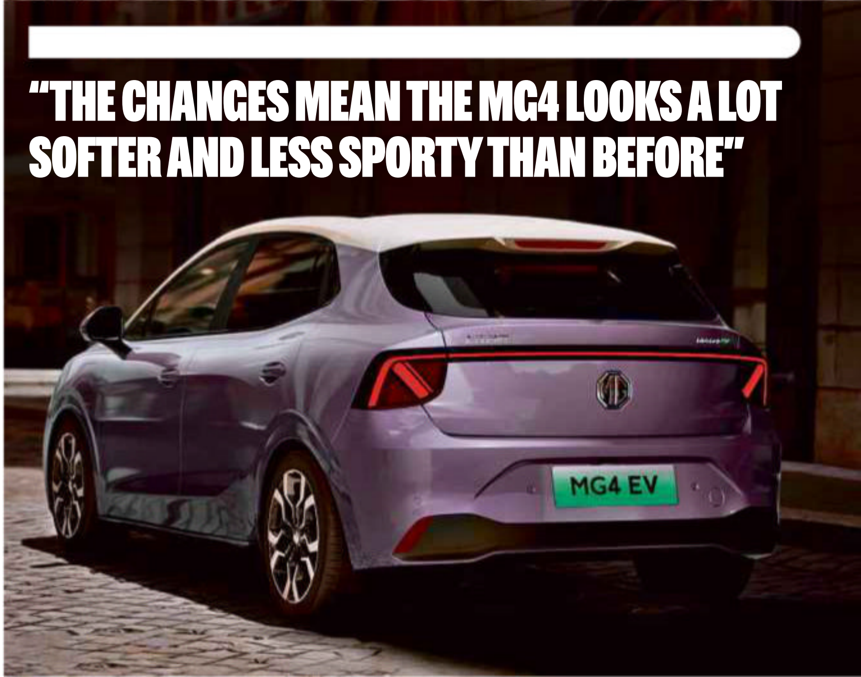
> **"IT WEIGHS IN AT A WHOPPING 240KG LESS THAN THE EXISTING MODEL, WHICH SHOULD GIVE IT A NOTICEABLE INCREASE IN RANGE"**



OFFICIAL

DESIGN
New front end takes cues from MGS5 EV, and the rear from the Cyberster, but new MG4 lacks the drama of the original





> **"THE CHANGES MEAN THE MG4 LOOKS A LOT SOFTER AND LESS SPORTY THAN BEFORE"**

sive look for new MG4

t – with mixed results

2025年
首款全球车
正式命名
MG4 EV

REVEALED Chinese documents seen by Auto Express (above) clearly show the new model's more rounded new look

Electric-only MGS5 compact SUV revealed

MG'S next new EV has been revealed in full UK spec, with typically aggressive pricing, lots of standard equipment and an impressive range on a charge.

The MGS5 EV is on sale now and rivals everything from the Fiat 600e and Vauxhall Frontera, to the Skoda Elroq and Kia EV3. It replaces the outgoing ZS EV and is priced from £28,495, while the ZS nameplate now finds its place on a different mid-size SUV with petrol and hybrid powertrains.

The MGS5 EV shares its EV-only platform with the MG4 (left), which uses more sophisticated suspension and larger, higher-specification battery packs

All models feature a single, rear-mounted motor with a power output of 227bhp and 350Nm of torque, paired with one of two battery packs – 49kWh or 63kWh. There are two specifications, SE and Trophy, the latter only available with the larger battery. The long-range model achieves 0-62mph in 6.3 seconds.

The entry-level SE Standard Range claims 221 miles from a charge. That's comparable with rivals such as the Frontera (199 miles), and Fiat 600e (249 miles), and splits the two on price. MG quotes a class-competitive peak DC charge rate of 120kW.

Like all MGs, the kit list is strong, with the SE model getting 17-inch alloys, LED headlights, electric seats, a rear camera and a 12.8-inch touchscreen with embedded sat-nav, wireless Apple CarPlay and Android Auto, plus a 10.25-inch driver's information display. MG has also listened to customers and fitted physical dials to reduce the driver's reliance on the touchscreen for core tasks.

The £30,995 SE Long Range shares the same equipment list, but boosts the battery pack to 64kWh and a range of 299 miles. Its charging rate is upped to 135kW.

The £33,495 Trophy adds leather-style heated seats, a heated steering wheel, folding mirrors, privacy glass, an electric tailgate and a 360-degree parking camera system.

"IT SHARES ITS PLATFORM WITH THE MG4, WHICH MEANS MUCH MORE SOPHISTICATED SUSPENSION AND LARGER, HIGHER-SPECIFICATION BATTERIES"

WE DRIVEN IT Check out our first drive of the new MGS5 EV on page 20

New PHEV trio to kick off Bentley's plug-in plans

Lower-powered PHEVs due this year

BENTLEY has confirmed it will launch a new plug-in vehicle, either fully electric or plug-in hybrid, every year for the next decade. The roll-out will be led by new lower-powered variants of three existing Bentley PHEVs due this summer.

The company introduced new plug-in versions of the Flying Spur, Continental GT and Continental GTC last year. As such, they're each currently offered only in 769bhp Speed specification.

CEO Dr Frank-Steffen Walliser said plans are now set out for a decade-long succession of new cars. While he declined to reveal how many of the planned models would be fully electric or plug-in hybrid, he said Bentley is taking into account that customer demand for EVs hasn't developed as quickly as the car industry initially expected.

"Our 'beyond 100 plus' strategy already considers a slowdown in electrification. Our original plan was to be electric by 2030, where now we say 2035; for sure, we will have a very close look at all the markets and the acceptance," he added.

"Our judgment is, at the moment, that we are really at the deep point on the acceptance of electric cars – we assume it will come back. Maybe it was a little bullish in the beginning, but as customers gain more experience, it's difficult to judge exactly where the journey goes."

Toyota will recycle used vehicle parts in new plant at Burnaston

Toyota Circular Factory to be 'centre of excellence' for future recycling operations worldwide

Chris Rosamond

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OFFICIAL

FULL CIRCLE
As well as building new Corollas, Burnaston will also recycle parts from used Toyotas

A NEW facility specifically designed to recycle cars and their batteries will be opened at Toyota's Burnaston plant this autumn, with the brand officially validating used-car parts for the first time.

The firm announced its plans to create the first of a global series of 'Toyota Circular Factories' (TCF) at the UK facility during a conference in Brussels. Initially capable of recycling 10,000 vehicles annually, the new plant will operate alongside the existing Corolla factory, which Toyota has confirmed will remain the Derbyshire facility's principle activity.

Toyota said its recycling efforts will be split into three core areas. These are: reclaiming reusable parts and components; salvaging commodity items for remanufacturing; and recycling other materials.

Reclaimed Toyota car parts will be resold into the market via retailers and distributors, following what the manufacturer calls "a comprehensive validation process", while 'commodity items' including batteries and wheels are to be assessed for their potential to be remanufactured, repurposed or recycled, the Japanese firm said.

Raw materials that will be collected and recycled include aluminium, steel, copper and plastic. These will replace so-called 'virgin materials' where possible in the production process.

"We initially anticipate recycling around 10,000 vehicles a year in our UK facility, which will give new life to 120,000 parts, recover 300 tonnes of high-purity plastic and 8,200 tonnes of steel – amongst other materials," said Leon van der Merwe, vice president of circular economy at Toyota Motor Europe.

"As a next step for the Toyota Circular Factory concept, we plan to roll out similar operations across Europe," he added. "And we're not stopping at our own facilities – we are eager to collaborate with other organisations who share our passion of circularity and commitment to carbon neutrality."

But the TCF plant at Burnaston will become "the centre of excellence for future recycling operations across Europe and worldwide".

Toyota says its ultimate goal is to systematically recycle end-of-life vehicles, and the manufacturer has also committed to becoming fully carbon neutral by 2040.

> **"RECLAIMED TOYOTA CAR PARTS WILL BE RESOLD INTO THE MARKET VIA RETAILERS AND DISTRIBUTORS"**

D-Max goes where other campers can't

WILD STYLE
Basecamp edition is set up for excursions into the wilderness and overnight adventures

IF you fancy some genuinely wild camping, then Isuzu has launched an adventure version of its go-anywhere D-Max pick-up.

The Basecamp is based on the Arctic Trucks AT35 edition of the popular truck, with 35-inch tyres and bespoke Bilstein suspension. It's equipped with a suite of accessories that Isuzu says are "tailored to provide everything an adventurer needs to set up a comfortable base anywhere, from mountainous regions, through rugged forests, to secluded beaches".

It gets tweaks from camping expert ARB, including an 'Ascent Canopy' for the load bed, a roof-top tent, drawers, a kitchenette, a fridge, a roof rack, and an en suite tent with shower room and portable 12V shower.

Styling features include a matt black grille, bonnet protector, wind deflectors and five-inch side steps, plus Basecamp decals around the body. The truck is on sale now, from £65,087.

Next Giulia could see V6 engine live on

New hot Alfa Romeos will get petrol engines

AUTO Express has learned that hot Quadrifoglio versions of the next-generation Alfa Romeo Giulia and Stelvio will get petrol power after all – potentially in the form of the Italian brand's famous V6 engines.

For some time, Alfa had intended that the new Stelvio premium SUV, set to be revealed later this year, and the next Giulia saloon in 2026 would be all-electric. However, Alfa boss Santo Ficili confirmed that both would now be offered with hybrid petrol engines as well as EV variants.

The brand's head of marketing, Cristiano Fiorio, told us that plans for high-performance Quadrifoglio models of the cars have changed in response to customer demand.

He said: "Personally, I do not see a Quadrifoglio EV. I see a Quadrifoglio which has the sound of a real engine.

"That is something that is expressed by fans but also by customers who want to buy one, and we have to continue to give to [them] what they want."

We asked him directly whether the twin-turbo 2.9-litre V6 from the current models could live on. He replied: "You said something which is not far from our thoughts."

"If you [create] a high-power version of Giulia or Stelvio, which are big cars, I would not see two, three, four cylinders in there. I don't know, but maybe it's easier with six."

Check out our drive of the new Alfa Junior Ibrido hybrid on page 28.

"PLANS FOR PERFORMANCE QUADRIFOGLIO MODELS OF THE GIULIA AND STELVIO HAVE CHANGED IN RESPONSE TO CUSTOMER DEMAND"

AEX OFFICIAL

HI-TECH Stylish new Volante version of the latest Vanquish is 75 per cent stiffer than the outgoing DBS

Vanquish Volante is fastest front-engined convertible

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

ASTON Martin has revealed its new open-top Vanquish Volante, creating the world's most powerful front-engined cabriolet.

The two-seat convertible is decidedly old-school, with a V12 engine and rear-drive layout, and it will rival high-end models such as the Ferrari 12Cilindri Spider and Bentley Continental GT C Speed, with an expected price tag of around £350,000.

The basics are carried over from the coupé version, which means the V12 engine is a 5.2-litre unit with two turbochargers, producing 823bhp and 1,000Nm of torque. This is channelled through an eight-speed ZF transmission that's mounted on the rear axle alongside a complex electronically controlled limited-slip differential.

With the Volante developed alongside the coupé from the start, the brand says there are only subtle compromises in terms of rigidity, with a 75 per cent improvement in body stiffness compared with the previous-generation DBS Volante. In order to achieve this, there have been upgrades to the structure over the coupé, but the bonded-aluminium chassis is unchanged.

This, combined with the folding soft-top roof, has increased weight by 95kg to 1,880kg, but the Aston will still hit 0-62mph in 3.4 seconds and top out at 214mph with a 416bhp per tonne power-to-weight ratio.

In order to keep handling in check, Aston Martin's engineers have given the suspension a unique set-up. Using the same Bilstein DTX dampers, the softest 'GT' mode has been designed to be more fluid than the hardcore coupé, but notches up firmness in 'Sport' and 'Sport+' settings.

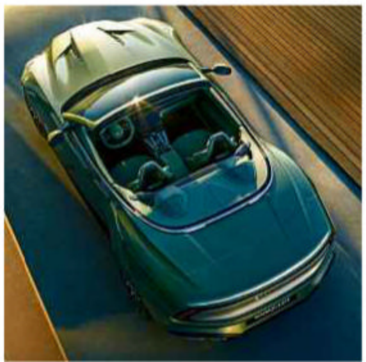
All Volante models have carbon-ceramic brakes and 21-inch forged-alloy wheels on Pirelli P Zero tyres designed for Aston Martin.

Styling-wise, changes are limited to the fabric roof and the new rear deck, which accentuates the car's wide hips and Kamm-style rear end.

The cabin is equally opulent and features a similar rear storage area behind the front seats, plus a strengthening beam that sits in front of the rear bulkhead.

Boot space isn't bad for the class, with 219 litres of volume when the roof is up, dropping to 187 litres with the hood down.

This is considerably greater than that of the new Bentley Continental GTC Speed, which has a compromised space of just 134 litres, making the Aston arguably more suitable for weekends away, despite only being a two-seater.



"THE NEW TWO-SEAT CONVERTIBLE IS DECIDEDLY OLD-SCHOOL, WITH A V12 ENGINE AND REAR-DRIVE LAYOUT TO RIVAL THE FERRARI 12CILINDRI SPIDER"

Smart #5 will be Europe

Richard Ingram

Richard.Ingram@autoexpress.co.uk

Biggest Smart ever gets a 100kWh battery and 400kW charging – allowing it

THE Smart #5 cannot be defined by a single headline statistic. It's not only the biggest Smart ever at almost 4.7 metres long, it's also the one with the longest range and the fastest charging. Plus, it's set to be the most expensive – priced from around £40,000.

We first saw the car last year, but now we've been given exclusive access to the Audi Q4 e-tron-rivalling SUV, which goes on sale in late 2025.

The #5 represents a new direction for the brand, distinguished from the smaller #1 and #3 with a boxier design. The cabin also gains over its siblings; its three-screen layout is a first for Smart, and quality takes a big leap.

Under the metal, it supports two electrical architectures; base cars use a 400V system powering a 76kWh (74.4kWh usable) battery and rear motor giving 289 miles of range. Higher-spec models get an 800V layout with a 100kWh (94.4kWh usable) battery and up to 366 miles.

Fast charging will be key to its appeal, the 800V architecture bringing ultra-rapid 400kW capability and making it Europe's fastest-charging car. That eclipses models such as the Lotus Eletre (350kW) and Porsche Taycan (320kW), giving a 10 to 80 per cent charge in 18 minutes. It also offers Vehicle to Load (V2L) and 'Plug and Charge' capabilities, allowing auto payment at some charging stations.

It will be offered in six trims, including a hot Brabus model. The range starts with the Pro and Pro+, with Premium offering extra colour options and a 1.68-metre panoramic roof, plus a choice of alloys, from 19 to 21 inches.

These versions are only available in single-motor, rear-wheel-drive form, although the Pro is the only one restricted to the smaller 76kWh battery. Above these sit the dual-motor Pulse and the Summit. Both get the 800V set-up and 100kWh battery.

Even the single-motor models are capable of 0-62mph in less than seven seconds, with dual-motor cars getting 579bhp and dispatching 0-62mph in 4.9 seconds. They come off-road-ready with Sand, Snow, Mud and Rock modes, adjustable on the fly.

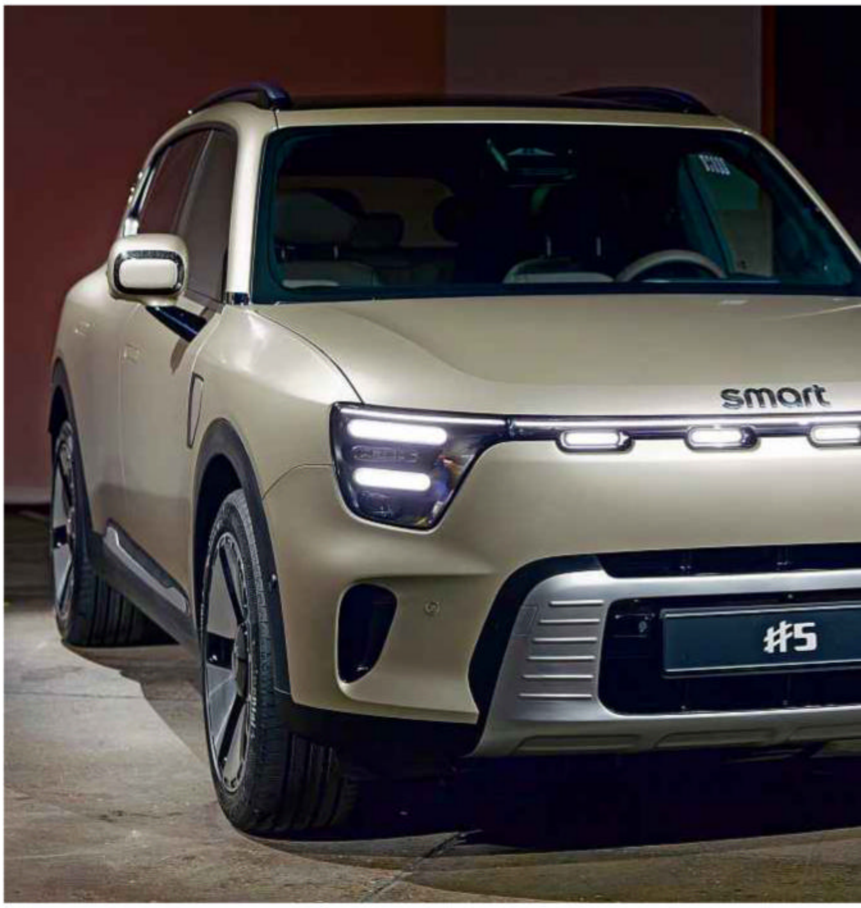
Inside, the dash uses a 10.25-inch instrument cluster and a pair of 13-inch Active Matrix Organic LED (AMOLED) displays for the infotainment and passenger screens. It runs what Smart calls an 'Unreal 3D engine' and we found it more responsive than the systems in the #1 and #3, its lion avatar rendered in real-time. Maps and other functions can be sent to the cluster by swiping left or right.

This set-up will be standard on all but the base Pro and Pro+ cars, and can be complemented by a 25.6-inch augmented-reality head-up display. Another option is a 1,190-watt 20-speaker Sennheiser stereo with Dolby Atmos. Two cooled wireless charging pads sit on the centre console, with four USB-C ports in the cabin.

Thanks to its EV-only architecture, the #5 is spacious, with room in the back for taller adults. Behind the rear seats, there's a 630-litre boot, which expands to 1,530 litres with the 60:40 split-fold bench lowered. Smart also offers a "one-button comfort mode", which drops everything. Its designers say they're working on a solution to create a makeshift camper as well, with a removable bed.

The #5 also gets a 72-litre frunk (47 litres on AWD models) – handy for charging cables – that can be opened via the touchscreen. All models have a 1,600kg towing capacity and pricing will be announced later this year.

> **"SMART SAYS THAT DUAL-MOTOR CARS CAN SPRINT FROM 0-62MPH IN 4.9 SECONDS"**



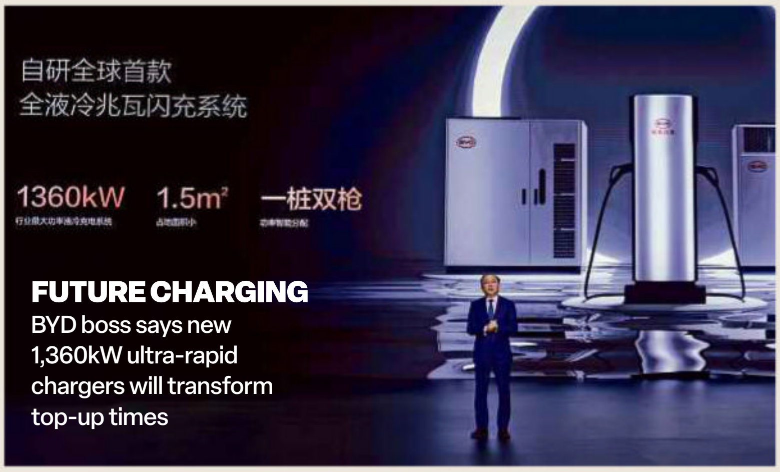
’s fastest charging car

to top up from 10-80 per cent in 18 minutes

OFFICIAL

BOLD DESIGN The #5 is Smart’s biggest model yet and lifts the brand into the premium compact SUV market

TECHNOLOGY Our man tests the new triple-screen layout, which moves the game on significantly for Smart in terms of user experience and interior quality


自研全球首款
全液冷兆瓦闪充系统
1360kW
1.5m²
一桩双枪

FUTURE CHARGING BYD boss says new 1,360kW ultra-rapid chargers will transform top-up times

BYD trials five-minute, 250-mile EV top-ups...

BYD has revealed new 1,000kW charging technology that it says could be able to add almost 250 miles of range in just five minutes – or nearly one mile per second.

It has recorded peak speeds of up to one megawatt, which makes it more than three times faster to top up than a Porsche Taycan (320kW), itself one of the fastest-charging new cars on sale.

Based on a 1,000-volt electrical architecture, the ‘Super-e’ platform has been demonstrated on the Chinese-market BYD Han L saloon and Tang L SUV, neither of which is currently sold in European markets or in the UK.

At the launch event, Wang Chuanfu, Chairman and President of BYD Group, claimed the new tech would “help to wipe out the biggest remaining ‘pain point’ for electric-vehicle users”, bringing refuelling times for electric vehicles more in line with fill-ups of petrol or diesel vehicles.

He said: “To completely eliminate users’ charging anxiety, our goal is to make EV charging as fast as refuelling a gasoline car – achieving ‘oil-electric parity’ in charging speed.”

While it’s widely accepted that charge speeds slow down once the battery is above 80 per cent, BYD claims its latest systems have achieved more than 600kW at a 90 per cent state of charge.

To allow for such speeds, it has developed its own liquid-cooled 1,360kW ultra-rapid DC chargers. The company apparently plans to build over 4,000 super-fast stations across China, although it hasn’t given a timeframe for the network’s installation – nor said if it will do so in Europe or the UK.

BYD says the technology also supports a new generation of electric motors, meaning its future models could generate more than 1,000bhp in their most potent specifications. This would give both the Han L and Tang L a top speed of more than 186mph.

> **“THE GOAL IS TO MAKE CHARGING AN EV AS FAST AS REFUELLING A PETROL OR DIESEL CAR”**

...and announces new electric city car for Europe

BYD is gunning to be the world’s top car brand, with key building blocks in 2025 including European production, the introduction of an entry-level hatch (below) and the roll-out of autonomous driving to rival Tesla.

“Our goal is to be the global number one automotive brand,” said Stella Li, BYD’s executive vice president and boss of the European region. In 2025 BYD edged ahead of Tesla’s 1.788m EV sales, and produced a total of 4.272m ‘new-energy vehicles’, which includes plug-in hybrids.

“The Dolphin Surf is definitely coming to the UK,” said Ms Li. That’s the European version of the Seagull, a Chinese electric city car with a range exceeding 200 miles that sells for around £10,000 in its home market.

The new name won’t be the only thing to change. “We need to make it more premium for Europe, so we will double the power to 130kW (175bhp).” That’s more than twice what the Chinese Seagull’s 55kW (74bhp) motor develops, but there’s no word on whether the battery will be bigger than the existing 39kWh unit.

That will probably mean a higher price in Europe, where the new car will compete with the £15k Dacia Spring. To keep shipping costs down, it’s likely to be built in BYD’s new, low-cost production facility in Hungary.

POLICE SEIZE 138,000 UN

ARE YOU INV INSURANCE

> **“IF STAFF ARE RELYING ON THEIR OWN CARS FOR ANY ASPECT OF BUSINESS, OTHER THAN COMMUTING TO AND FROM WORK, THEN THEY NEED TO SPEAK TO THEIR INSURER TO CHECK THEY ARE PROPERLY PROTECTED”**
>
> **GREG WILSON** Quotezone CEO

TAKEN
The police have the power to confiscate uninsured vehicles at the roadside, no matter how valuable. Many are then crushed

Tom Jervis

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DRIVERS could risk invalidating their insurance policy if they use their car to drive to a meeting during working hours, even if it is covered for commuting, with police seizing an uninsured vehicle every four minutes across the UK last year.

Statistics from the Motor Insurance Bureau (MIB) show that in 2024, 138,000 vehicles were taken off the road by police due to the lack of a valid insurance policy. Such a lofty figure isn’t as surprising as it first seems, given that the MIB estimates that 300,000 uninsured vehicles hit the road every day in the UK, with the total number over the course of a year surpassing one million.

While many of these vehicles are commandeered by criminals wishing to avoid paying insurance premiums, many are also driven by motorists unknowingly invalidating their policy by not checking whether their car is properly covered for the journeys they are undertaking.

The MIB reports that although 63 per cent of drivers who fail to insure their vehicles have previously committed other offences such as drink and drug driving or fraud, there are other uninsured drivers who simply aren’t aware that they’re on the wrong side of the law, and can easily get caught out.

Price comparison site Quotezone surveyed customers and found that just over half (51 per cent) use their car for business trips – whether that be long journeys, or simply to drive to meetings during work hours. However, the site’s motor insurance experts have warned drivers that in such use cases, insuring a car under a “social, domestic, pleasure and commuting” (SDPC) policy isn’t sufficient, and driving without a specific “business use” clause could leave them without cover in the event of an accident.

Quotezone’s CEO Greg Wilson said: “With so many employees now in a hybrid or flexible working environment, they may have forgotten to update their policy to reflect these changes. But if staff are relying on their own cars for any aspect of business, other than commuting to and from work, then they need to speak to their insurer to check they are properly protected.”

Accidents aside, it’s unsurprising, if you look at the numbers, why some customers choose to not to list their car for business use. According to Quotezone, the average policy comes in at £796 annually for social, domestic and pleasure. Upgrading to SDPC increases the price to £1,127 – an uplift of 42 per cent – and business use pushes the cost up even further to just under £1,300.

The financial benefits don’t outweigh the consequences, though. Driving without valid cover leaves offenders liable to an immediate £300 fine, which can lead to a court referral and potentially an unlimited fine and a driving ban, especially if they have been previously convicted for driving with no insurance.

Among others facing time off the road are young motorists without insurance, because doing so will accrue six penalty points on their licence – which is where a ban kicks in during the first two years of driving. In addition to this, vehicles pulled over for this offence are likely to be seized, with one-in-three being scrapped.

Such harsh punishments are used as a deterrent, because the MIB estimates that every 20 minutes someone finds themselves a victim of an uninsured hit-and-run. In fact, the Bureau says such collisions cost UK taxpayers as much as £2.4bn a year.

With police now employing automatic number plate recognition (ANPR) cameras to catch offenders, law enforcement liaison officer at the MIB, Simon French, warned that “there is nowhere to hide.” He told us: “Drive with adequate insurance, or you will be caught.”

Of course, an incorrect class-of-use is not the only way drivers can inadvertently invalidate their policy. One of the other ways is through modifying a car and failing to declare it – but this isn’t just limited to fitting a spoiler or tuning the engine. For example, an Auto Express reader recently had their policy cancelled after fitting their car with a towbar.

We challenged their insurer, Allianz, on this because we felt that insurers have a duty to protect customers by providing comprehensive information on what does or doesn’t constitute a modification at the point of sale – even on price comparison sites. The firm agreed to settle the driver’s claim on that particular occasion, but it stated that its original position “was correct and supported by the Financial Ombudsman Service”.

Nevertheless, the MIB’s head of uninsured driving prevention, Martin Saunders, told Auto Express: “It’s important to declare any modifications to your insurance provider, who will be able to advise on whether these need to be reflected in your policy documents.”

“Whilst you may consider a modification to be minor, such as installing a tow bar or roof rack,

INSURED VEHICLES IN 2024

ALIDATING YOUR POLICY?

WITH ONE UNINSURED CAR SEIZED EVERY FOUR MINUTES IN THE UK, EXPERTS ADVISE ON HOW NOT TO GET CAUGHT OUT

Uninsured
Vehicle
Seized

changing the wheels or spoilers, or an engine remap, not declaring anything non-standard to your insurer could result in them voiding your policy, leaving you uninsured." Saunders continued: "If in doubt, our message is it's always better to be sure by asking, than [by] having to face serious consequences."

SIMON FRENCH MIB law enforcement liaison officer

> "THERE IS NOWHERE TO HIDE. DRIVE WITH ADEQUATE INSURANCE, OR YOU WILL BE CAUGHT"

> "WHILST YOU MAY CONSIDER A MODIFICATION TO BE MINOR, SUCH AS INSTALLING A TOWBAR OR ROOF RACK, CHANGING WHEELS OR A SPOILER, OR AN ENGINE REMAP, NOT DECLARING ANYTHING NON-STANDARD TO YOUR INSURER COULD RESULT IN THEM VOIDING YOUR POLICY, LEAVING YOU UNINSURED"

MARTIN SAUNDERS
MIB's head of uninsured driving prevention

AUTO EXPRESS

FIRST FOR DRIVES

24 CITROEN e-C3
UK verdict on electric supermini

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Flagship Black Badge driven

28 ALFA ROMEO JUNIOR IBRIDA
New hybrid baby Alfa on the road

MGS5 EV

Jordan Katsianis

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THE MGS5 EV is a critical car for the resurgent brand here in the UK. It replaces the popular ZS EV, taking its place in the now crowded all-electric compact SUV class. But where MG's affordable EV once usefully undercut many of its key rivals, this fast-moving segment now has many new challengers.

The range kicks off at £28,495 with the SE Standard Range model, which offers a 49kWh battery pack and a 221-mile range. This seems impressive at face value, but new to the class are a range of aggressively priced rivals like the Citroen e-C3 Aircross that undercut it by a fair margin.

Move up a rung on the S5 ladder and MG's mid-level SE Long Range model commands a £2,500 premium and ups the range to a more impressive 299 miles from its 64kWh battery. Yet, at this point, we start to see other rivals come into the frame, including impressive newcomers like the Kia EV3 and Skoda Elroq. Both SE models are well equipped with a full suite of active safety aids, LED lights and 17-inch alloy wheels, as well as four-way adjustable electric front seats, a 12.8-inch touchscreen with embedded satellite navigation and wireless phone mirroring, and a reversing camera.

Topping the range is the £33,495 Trophy model we're driving here, which we think may be the sweet spot. In typical MG fashion, it features plenty of kit compared with its rivals, accentuating the value-driven position despite a marginally higher price. Highlights include upgraded trim, heating for the seats, steering wheel and mirrors, a 360-degree camera, 18-inch alloys and a powered tailgate.

Separating the MGS5 from the ZS – which has also been updated, but is now only available with a hybrid powertrain – has allowed MG to build the

FIRST DRIVE MG's conservatively styled compact SUV delivers on most counts, but it lacks a bit of flair

ESSENTIALS

MGS5 EV Trophy

Price: £33,495 **On sale:** April

Powertrain: 64kWh battery, 1x e-motor

Power/torque: 227bhp/350Nm

Transmission: Single-speed automatic, rear-wheel drive

0-62/top speed: 6.3 seconds/108mph

Range: 289 miles

Max charging: 135kW (10-80% in 28 mins)

Size (L/W/H): 4,476/1,849/1,621mm

Pete Gibson

INFOTAINMENT
MG's touchscreen set-up is much-improved in the new model, with clear mapping, neat graphics and no notable clunkiness

CONTROLS
A return to physical buttons for the climate controls is welcome, while adjusting audio volume is also easy and pleasingly analogue

ON THE ROAD
The ride is harmonised for the UK and it shows, with more composure than in other Chinese models

new model on a dedicated EV platform, which it shares with the MG4 hatchback. This bespoke architecture is more sophisticated than the ZS's and includes a rear-mounted e-motor within a multi-link rear suspension set-up, plus a more effective use of space granted by those packaging benefits.

As a result, the MGS5 feels spacious inside, especially in the second row where the large windows and flat floor give rear-seat passengers a great view out. There are other benefits, too, such as a 458-litre boot that can be expanded to 1,440 litres when the second row is folded flat. The boot floor is also moveable, hiding an underfloor storage area that's ideal for storing the charge cables, or it can be removed entirely, ▶

INTERIOR DETAILS

Cabin is well trimmed and feels much more upmarket than the old ZS EV's, while safety kit includes a 360-degree camera (below)

"The e-motor is surprisingly powerful and how well the MGS5 EV drives overall is a real eye-opener"

giving you a larger single storage area. But despite there being no electric motor under the bonnet, you don't get any bonus storage space under there.

Charging rates are good for the class at 120kW for the 49kWh model and 135kW for the 64kWh variants. But there's no heat pump, meaning the range can suffer in cold weather as a result.

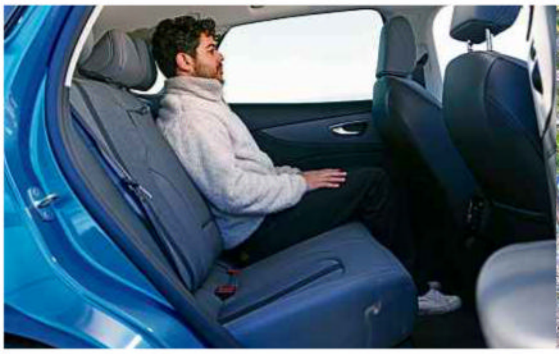
The e-motor is surprisingly powerful, producing 227bhp and 350Nm of torque. It'll get the Long Range models from 0-62mph in 6.3 seconds, and with Sport mode engaged it feels good for those quoted figures. In fact, how well the MGS5 drives overall is a real eye-opener; a lot of its suspension tuning was done by a UK-based department that harmonises MG cars for tighter and rougher roads than those generally seen in its native China.

While it's easy to dismiss the importance of such a project in this mainstream segment, it makes for a car that feels natural and easy to drive. The steering is accurate and well weighted, and while it doesn't offer much in the way of feel, it compares well with most EVs. There is a compromise by virtue of its unsettled ride, which is prevalent at all speeds, but it's never jarring and is no worse than many rivals.

The good vibes continue inside, where the car has seen a huge upgrade over not just the previous ZS EV, but also its MG4 cousin. The design is attractive, finding a balance between being clean, but not too stark. The dashboard, doors and seats are all finished in a grey faux leather that's soft to the touch, while other elements such as the monogrammed MG logos in the seats, and suede-like material around the rotary gear selector bring a little texture to an otherwise greyscale interior.

This is matched to an impressive set of digital interfaces that feel fresh and up to date. In front of the driver is a well sized 10.25-inch display that's easy to read and displays key information. The rest is taken care of by a 12.8-inch touchscreen that's bright, quick to react and has good resolution. MG's digital user interface also benefits from the bigger screen, with a main menu that's quick to access and offers all the relevant information, such as heating and ventilation settings, music and navigation within easy reach.

But MG has been listening to its customers, and unique to European-market MGS5s is a set of physical knobs and buttons below the screen that give you quick and intuitive access to things like volume, media, temperature and fan speed. As if to emphasise this, they're finished in a high-quality metal-like material, and the knobs make a satisfying



PRACTICALITY

Rear-seat passengers will have no complaints about accommodation in the MGS5 EV, with generous headroom and legroom for adults

BOOT SPACE

Luggage capacity is 458 litres with the rear seats in place or 1,440 litres with them folded, but there's no extra stowage under the bonnet

HANDLING

The MGS5 EV has well weighted and accurate steering, plus decent grip

clicking noise as they turn. This was a most unusual and welcome surprise in one of the brand's cars, in an already generally plush and comfortable interior.

The issue is, though, that all of this pleasantness doesn't bring with it much in the way of charisma. And in such a crowded segment of the market, such an omission could prove to be problematic.

At the lower end of the range, the MGS5's entry-level price point isn't as aggressive as that seen in rivals like the aforementioned Citroen or Vauxhall Frontera, despite the MG's 20-mile advantage in range. And when buyers are spending a little more on the higher-end models, there are just so many more interesting, attractive and engaging alternatives that shine that little bit brighter.

The MGS5 EV is a decent car that comes with a fine set of attributes and an impressive seven-year warranty, but it has arrived at a time where the brand should perhaps have gone big with design to extend its lead in this market, rather than offering something that looks and feels pretty ordinary.

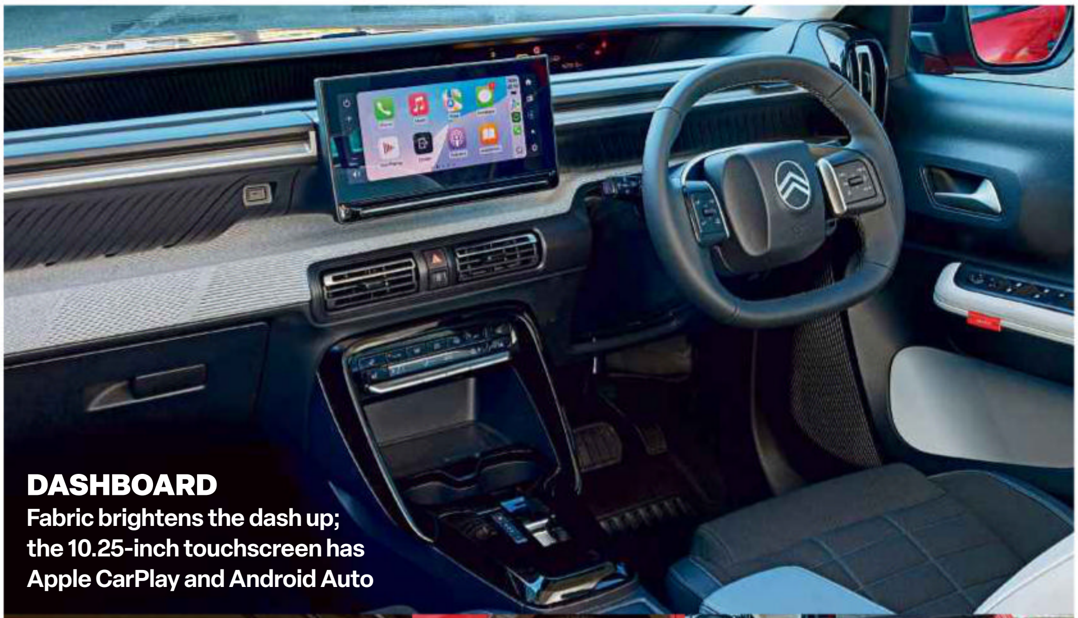
If you can stretch to a Skoda Elroq, we feel that's very much the car to have in this class, and if you want to save some cash and go for ultimate value at the lower end, the Citroen e-C3 Aircross has the numbers to show the new MG up.

STYLING

MGs these days tend to be sharp, clean and modern-looking, but while the MGS5 EV is neat, its styling lacks any sort of visual drama

VERDICT ★★★⯪☆

THE MGS5 EV takes the brand's all-electric SUV range to new heights thanks to its combination of space, standard equipment and range. It also feels appropriately tuned for UK roads and is surprisingly powerful. What's missing is a sense of character or panache. As such, rivals have the new MG cornered, with some offering better outright value and other, more expensive, options feeling more special to own.



DASHBOARD
Fabric brightens the dash up; the 10.25-inch touchscreen has Apple CarPlay and Android Auto

> **"The steering is very light and the throttle and brakes are easy to modulate"**

Citroen e-

FIRST UK DRIVE We get reacquainted with our reigning Car of the

Alex Ingram

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IMAGINE that you're engaged in a little game of automotive word association. What would be the first things to spring to mind when the name Citroen crops up? We'd imagine that comfort would almost certainly be pretty high on that list, followed closely by price.

That first word will crop up plenty of times over the course of our first full drive of the Citroen e-C3 – our reigning Car of the Year – in UK spec. But we'll take a look at the second point first.

Citroen has long been focused on value, and it intends to carry that through to its electric models. It's proud to be the only brand on the market to offer five different EVs for less than £30,000 – alongside this e-C3, there's the e-C3 Aircross, the e-C4 hatch and e-C4 X saloons, plus the Ami microcar.

Prices for the e-C3 start from £21,990 and soon things will get even cheaper; Citroen plans to bring out a more basic model with a slightly smaller battery for even less – potentially as little as £19k.

For now, one motor drives the e-C3's front wheels, and it develops 111bhp and 120Nm of torque. The car uses the Stellantis Smart Car platform that accommodates petrol, hybrid and fully electric powertrains. All of those are offered in the new C3 line-up, but Citroen says the architecture has been designed first and foremost to deliver affordable EVs. This is partly achieved by using cheaper lithium iron phosphate batteries, instead of lithium-ion packs.

There's plenty to appreciate about the way the car drives. Citroen's Advanced Comfort suspension uses hydraulic bump stops that reduce the shock at the top of the suspension's travel, enabling the main springs and dampers to be tuned softer without any worries about the body losing composure on rough roads. As a result, the C3 is the most comfortable new small car you can buy, shrugging off bumps that its rivals fidget and thump across.

Around town is where the e-C3 does its best work. The steering is very light, the throttle and brakes are easy to modulate (although we'd like a firmer, more positive response from the latter) and it's easy to see out of the front, so the car is simple to place. However, the electric motor's high-pitched tone, while not loud, is always present.

The C3 still feels accomplished on open roads. There's more body roll than you'll find in most rivals, but with much of the weight taken up by the

C3

e Year, as sales start in UK

ESSENTIALS
Citroen e-C3 Max

Price: £23,690 **On sale:** Now
Price from: £21,990
Powertrain: 44kWh battery, 1x e-motor
Power/torque: 111bhp/120Nm
Transmission: Single-speed auto, front-wheel drive
0-62mph: 11.0 seconds
Top speed: 84mph
Range: 199 miles
Max. charging: 100kW (20-80% in 26 mins)
Size (L/W/H): 4,015/1,755/1,577mm

INTERIOR Forward visibility is good and there's plenty of room for passengers in the back. All the seats are comfortable, too

battery under the floor, the centre of gravity is low, so it doesn't feel clumsy. The steering doesn't offer much feedback, but that smooth ride lets you flow along even fairly choppy roads at a decent pace.

There's more wind noise on a motorway, but the main issue is that the impressive efficiency you get when pottering around town takes a hit. Officially, the 44kWh battery delivers a WLTP range of 199 miles. On our test route, with temperatures of 13 degrees and a very large proportion of motorways and dual carriageways, the e-C3 averaged 3.5 miles/kWh, translating into a range of 153 miles.

But at 50mph or less, that increased to around 5.0mi/kWh – enough for 220 miles between charges. This is a car that you could take on an occasional long journey – 100kW charging enables a 20-80 per cent top-up in 26 minutes – but it'll be at its best on shorter trips. The cheaper variant will have a shorter WLTP range of 124 miles.

For its £21,990 price, the e-C3 Plus gets 17-inch alloy wheels, heated door mirrors, cruise control and a 10.25-inch touchscreen that's compatible with Android Auto and Apple CarPlay. The Max edition costs £1,700 more, adding a reversing camera and LED tail-lights, plus heating for the steering wheel, windscreen and front seats.

The cabin doesn't feel cheap. Fabric on the dash breaks up the hard plastics, while the seats are soft. For a car that's just 4.1 metres long, cabin space is excellent, even when it comes to rear-seat leg and headroom. At 310 litres, the boot isn't vast, but it is still plenty big enough for a car of this size.

VERDICT ★★★★★

OUR reigning Car of the Year has hit the road in full UK spec, and the e-C3 proves again what a landmark car this could be for Citroen. The e-C3 delivers a simple, affordable EV at a price that shames many small petrol cars. It's among the most comfortable and spacious models money can buy, with just enough technology and style to help it stand out.

Rolls-Royc

FIRST DRIVE New £400k Black Badge EV is the brand's fastest and most focused car yet, with no compromise on comfort.

"Usually, a Rolls is set up 'just so', but this flagship Spectre is unlike any other models"

ESSENTIALS

Rolls-Royce Spectre Black Badge

Price: £400,000 (est) **On sale:** Now
Powertrain: 102kWh battery, 2x e-motors
Power/torque: 650bhp/1,075Nm
Transmission: Single-speed automatic, four-wheel drive
0-62mph: 4.3 seconds
Top speed: 155mph
Range: 306 miles
Charging: 195kW (10-80% in 34 mins)
Size (L/W/H): 5,490/2,015/1,575mm

Richard Ingram

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THIS is the most powerful Rolls-Royce ever built. Yet, being a Rolls-Royce, the Spectre Black Badge isn't about straight-line speed or Nürburgring lap times. This "motor car" is different – quite unlike anything we've ever driven before.

How does it compare to the already quite potent standard Spectre? Well for starters, there's an extra 73bhp – with power elevated to a record-breaking (for Rolls) 650bhp. It also gets a good dose of additional torque with the conventional car's 900Nm boosted to 1,075Nm when you engage the Black Badge's 'Spirited' launch mode.

This is activated by pushing the 'Infinity' switch on the steering wheel, before placing one foot on the brake and the other on the accelerator. Lift the left pedal and the 2,890kg Spectre will pin you back in your seat, sprinting to 62mph in 4.3 seconds and onto a limited top speed of 155mph. In controlled conditions, it wasn't until 80mph or more that we got any sense that power was tailing off, and even then the car pulled strongly well past the imperial ton.

That 'Infinity' button itself is worthy of discussion, actually. Usually, a Rolls is set up 'just so' – with no fiddly switches or drive settings to fine-tune elements like the suspension or chassis. But this flagship Spectre is unlike other models, so while you can't configure it exactly to your tastes, you can turn things up a notch to sharpen responses and give the driver a little more feedback.

And while it does just that – the Black Badge gets revised anti-roll bars and feels noticeably tauter and less prone to body roll – it also refuses to sacrifice that typical Rolls-Royce ride. This is still one of the quietest, most comfortable cars on sale at any price, and at an expected 20-30 per cent uplift over the normal Spectre, we expect that to start with a four, followed by five zeros.

The only area where we thought the Black Badge felt it could do with a bit more bite is the steering. It's not exactly vague, but there's not much feedback and it's lighter than you might expect for the sportiest model in the range. Furthermore, at nearly five-and-a-half metres, this is still a very long car – and on all types of road, it feels it.

The brakes are strong, and the intuitive 'B-Mode' on the gear selector is capable of bringing it to a controlled stop when lifting off the throttle. We preferred driving in this manner, because the deep-pile carpets make switching pedals a tad clumsy, so relying on the regenerative braking works well.

The Black Badge has been designed to look more menacing than a standard Spectre, too. Rolls-Royce CEO Chris Brownridge refers to it as the Spectre's "alter-ego", aimed at clients who have "rejected tradition" and want an "alternative take" on what might typically be available through the company's Bespoke programme. As such, the new model comes with a darker aesthetic; much of the polished trim – including the grille surround, badges and door handles – has been swapped for a black finish, even as far as the Spirit of Ecstasy mascot that rises from the nose when you unlock the car.

Other visual changes include new 23-inch wheels, available in a part-polished or gloss black, plus the option of a new 'waft' coachline, which runs along the base of the door between the front and rear arches. A painted 'Iced Black' bonnet is also on the options list, but as the old adage goes: if you need to ask the price, you probably can't afford it.

There's also a new Vapour Violet paint finish for the Black Badge, although when you consider the company offers a palette of 44,000 colours, it seems a bit superfluous. In short, you can have your Spectre in just about any shade you desire.

You climb aboard through the usual, but no less dramatic, rear-hinged coach doors – noting the new illuminated kick plates on entry. Ahead of the driver is a digital instrument panel – customisable in five colour schemes – with the 'Infinity' logo emblazoned within it. On the other side of the touchscreen sits a new illuminated fascia with,

e Spectre

DESIGN The Black Badge design cues see a lot of the previous brightwork replaced by a more subtle, dark aesthetic

apparently, over 5,500 stars of "varying proportions and intensity". It's not obvious in bright sunshine, but along with the fibre-optic Starlight headlining, we found it gave a classy touch at night.

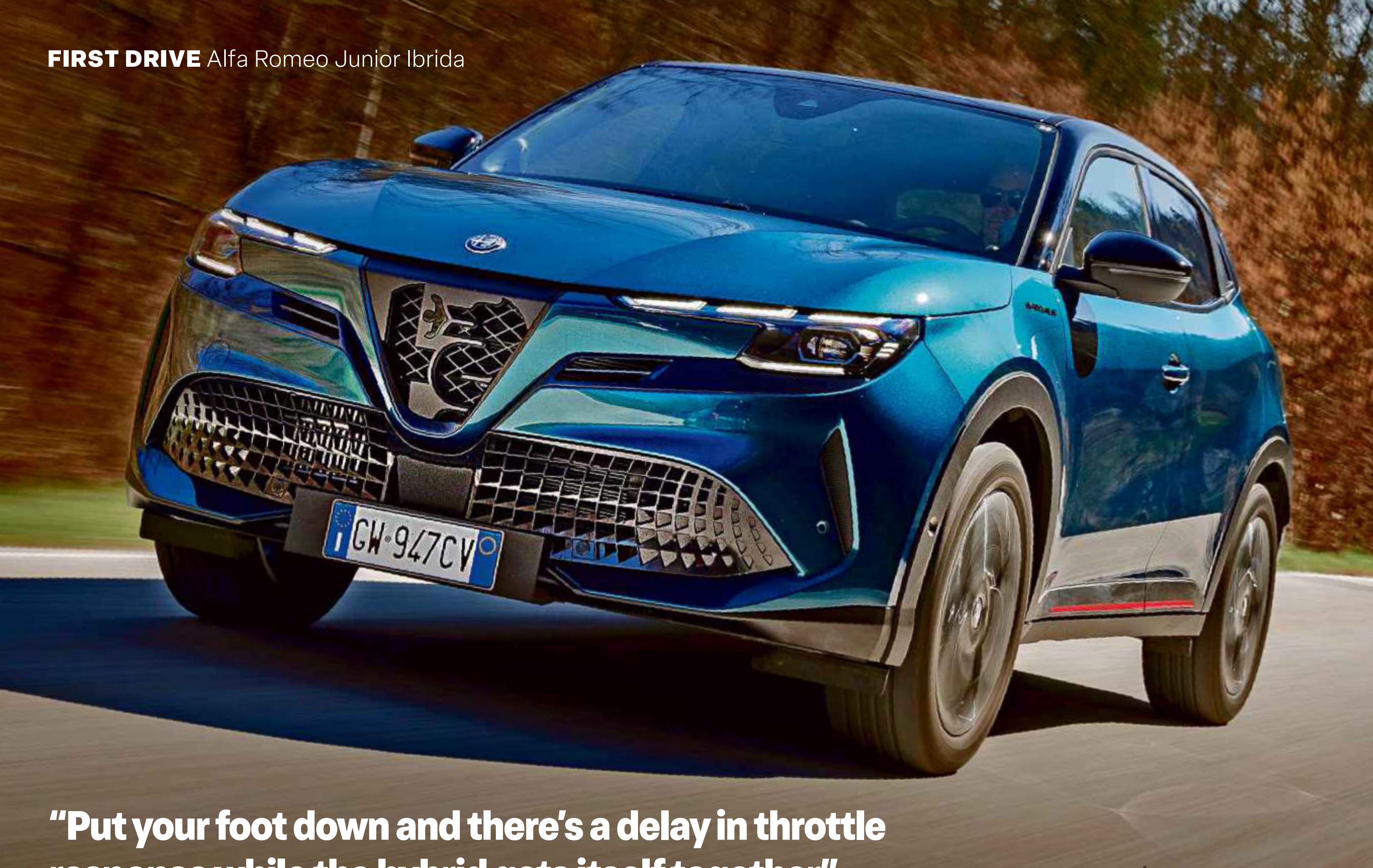
Quality is flawless, as you'd expect for the price. The materials – including the new 3D carbon weave – are breathtaking, and the level of craftsmanship that goes into each car is exquisite.

Rolls says the average buyer drives their Spectre about 4,000 miles per year, presumably because there are several other cars in the garage – each serving a different purpose. But even so, the unchanged 120kWh battery (102kWh usable capacity) is officially rated to cover just over 300 miles on a charge, and can charge at up to 195kW for a 10-80 per cent top up in just over half an hour.

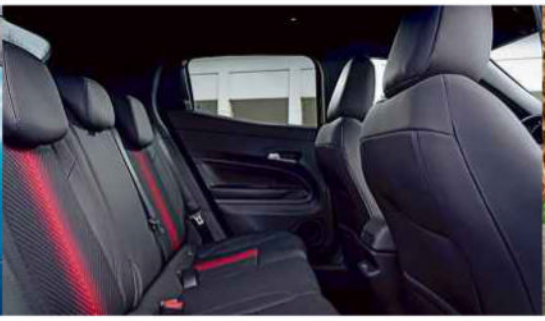
ON THE ROAD Power is effortless and the brakes are fantastic. 'B-Mode' allows one-pedal driving, which is a delight on congested roads

VERDICT ★★★★⯨

IF you ignore the price – as most "clients" will – the Rolls-Royce Spectre Black Badge is a car devoid of compromise. It's no less comfortable than the standard model, yet noticeably sharper and faster on the road. No wonder the maker reckons it could make up 50 per cent of sales. It isn't a car that'll win any efficiency marathons, however – we saw a return of little more than 2.3 to 2.4mi/kWh on our test.



“Put your foot down and there’s a delay in throttle response while the hybrid gets itself together”



PRACTICALITY The Junior’s 415-litre boot is a decent size, but it’s very cramped in the back seats with little to no legroom for adults. Quality is also a concern, because our test car’s trim rattled on the move

Alfa Romeo Junior Ibrida

FIRST DRIVE Hybrid version of sporty brand's small SUV has price on its side, but is short on the driving thrills we'd expect

ESSENTIALS

Alfa Romeo Junior Ibrida

Price: £27,895 **On sale:** Now
Powertrain: 1.2-litre 3cyl turbo petrol MHEV
Power/torque: 134bhp/230Nm
Transmission: Six-speed dual-clutch automatic, front-wheel drive
0-62/top speed: 8.9 seconds/128mph
Economy: 58.9mpg
CO_2 emissions: 109g/km
Size (L/W/H): 4,173/1,781/1,539mm

BEHIND THE WHEEL

We were impressed with the quick steering, but the delayed throttle response and slow acceleration were disappointing for an Alfa

Ellis Hyde

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WHEN the Alfa Romeo Junior was finally introduced in April 2024, not only did it arrive with a last-minute name change, it also looked like that the UK would only get the pure-electric version. Less than a year later though, the stylish small SUV – which was originally to be called the Milano – is now available with a hybrid powertrain that will widen its appeal to those who don't want an EV yet, and has slashed the car's starting price by £6,000.

The Junior Ibrida, a simple translation of 'Hybrid', sits on the same Common Modular Platform as several other Stellantis SUVs, including the Jeep Avenger, Peugeot 2008 and Vauxhall Mokka. It has the same 48-volt mild-hybrid system that's available in all of them, too, and many more cars besides.

The 1.2-litre three-cylinder PureTech petrol engine works with a 28bhp electric motor that's built into the six-speed dual-clutch automatic transmission. This e-motor is powered by a 0.9kWh 48-volt battery located underneath the driver's seat that's topped up by regenerative braking.

Total output is rated at 134bhp and 230Nm of torque, which is sent to the front wheels only. There is an all-wheel-drive Ibrida Q4, but we're not expecting it to come to the UK anytime soon.

We were very impressed by how quiet the cabin is at high speeds, with little road or wind noise audible. The ride is pretty smooth and absorbed the bumps peppering the Italian autostrada well.

The steering is another highlight. It's quick and has a decent amount of weight in the Dynamic drive mode, yet is still light enough in the Natural and Advanced Efficiency settings to make the car easy to manoeuvre through tight city streets. But in town we had to be very delicate with the throttle to continue driving on the electric motor. Too much throttle input, and the petrol engine comes to life, while slowing down to a full-stop feels jerky.

> **"The Alfa's steering is quick and has a decent amount of weight in the Dynamic drive mode"**

Being an Alfa, we hoped the Junior Ibrida would come good on a winding mountain road. Sadly, that wasn't the case. Put your foot down and there's a delay in throttle response while the hybrid system gets itself together. Once that happens, you get a good initial shove courtesy of the e-motor, and at low revs the engine has a deep, quite pleasant note. But that makes way for a dull drone as the revs rise.

You're stuck listening to it for quite a while, too, because the Junior Ibrida accelerates slowly, even on a flat road. In the hills outside Turin, the car felt underpowered and more than once we had our foot to the floor, yet the Alfa didn't gain any speed.

Still, at times we were grateful the Junior Ibrida wasn't any faster because of its poor brakes. There is no feel to the pedal until your foot is nearly in the firewall, and it takes a lot of force before the car starts to slow. After a brief session of spirited B-road driving, we could hear the brakes squeaking, and then smelt how hot they were once we got out.

The Junior Ibrida also moves around lots over uneven surfaces, which makes the car feel nervous and unsettled through corners, while the thick A and B-pillars hamper visibility. Try to accelerate out of a corner and the overly eager traction control attempts to rein things in.

Hybrid and EV versions of the Junior feature the same interior, which has more sporty flair than any of its siblings and looks impressive. But you soon notice the amount of plastic everywhere. Worse still, as we drove along, various pieces of trim inside our test car were rattling loudly, and whenever one stopped, another would chime in.

While the seats are comfortable, they're flat and offer no support in corners. Buyers can add some much more body-hugging Sabelt buckets, but they're part of a £4,100 Sport Pack that doesn't provide much else aside from some Alcantara trim, aluminium pedals and a different grille design.

The Junior Ibrida costs from £27,895, compared with the zero-emissions Junior Elettrica that starts at nearly £34k. There's just one spec for the hybrid, and it includes 17-inch diamond-cut alloy wheels, LED lights, rear parking sensors and keyless go, 10.25-inch screens, Apple CarPlay, Android Auto and adaptive cruise control. But kit such as a rear-view camera, keyless entry and a wireless phone charger are all part of a £2,200 Technology Pack.

VERDICT ★★★½☆

WE prefer the Junior to the Jeep, Vauxhall and Peugeot small SUVs that share the same platform. It has that familiar Italian flair, while the sporty-looking cabin has usable tech and a decent boot. Yet while the Ibrida is fairly competitively priced, it is neither fun nor impressive. That would be OK for most cars in this class, but not one wearing an Alfa badge.

Tom Jervis

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YOU'VE probably heard the term 'anorak' to describe the type of person who'd get more than a little irate if you accidentally confuse your British Rail Class 802s with your Azuma Class 800s. Along those same lines (pun not intended), the world's 'wax jackets' got their feathers ruffled when Land Rover reinvented the long-running Defender back in 2019, after the old ladder-framed model was killed off three years earlier by safety and emissions regulations.

More than five years on and the new Defender has slipped seamlessly into its role as a Chelsea Tractor, rather than one you might find traversing muddy fields. With this in mind, many have tried to eke out the lives of their old models, leading to a variety of different restomods being available, aimed at bringing the Defender into the 21st century while still maintaining its rugged charm.

But what if you wanted something a little more official? If so, and aiming squarely at the type of farmer likely to be affected the most by the recent changes to agricultural inheritance tax, the team at Land Rover Classic Works have just the thing for you in the form of the £228,000 Land Rover Defender Classic V8.

No that's not a typo. Yes, JLR's Defender restomod costs pretty much the same as the average house in Coventry, near where it's made. However, a quarter of a million pounds gets you a lot more than your run-of-the-mill restoration project with a shiny 'Classic Works' badge to show off to your mates; the Classic V8 takes things back to the drawing board, maintaining almost all of the fundamental elements that give the classic Defender its identity.

First and foremost, let's clear up exactly what this thing is. If you part with a copious amount of cash, JLR will source you a used Defender 90 or 110 from between 2012 and 2016. Why only this rather specific time period? Apparently these examples are the only ones fitted with both ABS and DSC, which may well be handy given what's lurking under the bonnet.

This may not be the first Defender to be powered by a V8 – several iterations of the iconic 3.5-litre Rover engine were offered, while the latest Octa version gets a twin-turbo BMW unit – but it's probably the most ludicrous.

The team at Classic Works has managed to squeeze (and we really do mean 'squeeze' if you take time to appreciate the awkward angle at which the engine is mounted) the 5.0-litre V8 from the Jaguar F-Type R under the bonnet. This produces almost 400bhp and catapults the Defender from 0-62mph in 6.1 seconds (5.9 seconds for the smaller 90 model).

Thankfully, the folks at Land Rover Classic didn't just give the antiquated Defender an overpowered 21st-century powertrain and call it quits. Head of engineering at JLR Classic, David Foster, told Auto Express that the transformation process "really is back to basics. We take a look at every component and try to understand whether it can cope with the power increase".

With this in mind, JLR's restomod includes a revised driveline with a more robust four-wheel drive system, Bilstein off-road shock absorbers and disc brakes all-round, with four-piston Alcon calipers. The Classic Works team even goes as far as replacing the entire chassis – although it will be stamped with the original VIN number.

Interestingly, restarting production of an entire chassis wasn't the hardest hurdle to overcome. "Believe it or not, the biggest challenge was a seatbelt bolt," laughed Foster. "It's such a unique

TRADITIONAL STYLE To the casual observer, there's no way of telling that this V8 monster truck is very different from a standard Defender 110

Matt Vosper

▶

LAND RO FACT

Land Rover's Defende

ESSENTIALS

Land Rover Defender Classic V8 110

Price: From £228,000 **On sale:** Now
Powertrain: 5.0-litre V8 petrol
Transmission: Eight-speed automatic, all-wheel drive
Power/torque: 399bhp/515Nm
0-62/top speed: 6.1 secs/96mph
MPG/C02: N/A
Size (L/W/H): 4,626/1,790/2,181mm

VER DEFENDER CLASSIC V8:
ORY (RE-)FRESH

r restomod is pricier than the latest V8 model – and arguably cooler

SUBTLE LOOK Modifications are all neatly integrated into the Defender body, from alloy handles (centre) to its Jaguar F-Type engine and transmission

DEFENDER
V800 WKS
KN74 VWW

DAVID FOSTER Head of engineering, JLR Classic

> “IT REALLY IS BACK TO BASICS. WE LOOK AT EACH COMPONENT TO UNDERSTAND IF IT CAN COPE WITH THE POWER INCREASE”

size and thread, you can't just go and buy it – it was engineered back in period."

Handily, the team in Coventry have more than 1.2 million records on site with their own archivist. "We'll then take a look at [it] and evaluate all the standards and requirements," Foster explained. "We've added new elements, such as the corrosion protection we've learned over the past 70 years of Land Rover."

Restarting production of several items has other benefits, too; Classic tells us that it can now fulfil requests from Defender owners who were, until now, unable to source official parts. "The beauty of what we're doing is that we've now added another 200 parts back into [Defender] stores, and that number is growing and growing," adds Foster.

Another contemporary addition is the optional Recaro front bucket seats which, while certainly attractive and figure-hugging, are a bit of a juxtaposition for what is otherwise a visually subtle reimagination of the Defender.

It does, however, bring up the topic of customisation, of which prospective Classic V8 buyers largely have free rein. Defender purists might wince at the idea of diamond-cut alloys, so you can choose either black or white steel wheels – not to mention a plethora of modern and heritage colours, grille designs and countless interior upholstery combinations.

Push the button to open the door (the handle is milled out of one piece of aluminium and feels more like a piece of jewellery than a functional necessity), clamber inside and despite the veil of leather coating the surfaces, you'll find an interior classic Defender drivers will feel instantly at home in; very little has been tampered with.

Perhaps the most notable change is that the stereo has been replaced by a new unit, which, despite its retro styling, features modern conveniences such as a touchscreen, DAB radio, sat-nav and Bluetooth. Sadly, unlike Porsche's PCCM system offered for its classic models, the JLR set-up doesn't get Apple CarPlay or Android Auto – a disappointing omission, in our view.

DAVID FOSTER Head of engineering, JLR Classic

> **"WE'VE ADDED NEW ELEMENTS, SUCH AS THE CORROSION PROTECTION WE'VE LEARNED OVER 70 YEARS AT LAND ROVER"**

Insert the key (this quarter-of-a-million-pound bespoke Land Rover doesn't have a keyless start/stop system) and the Classic V8 thunders into life. Other than the offset pedal box, the first thing you notice is the Defender's recirculating ball steering system, which has replaced the old roller set-up. This isn't much consolation, though, because getting out of a parking space or turning a tight corner can still be compared to opening or closing a submarine door, requiring several turns of the giant wheel to get it to shift direction. In fact, it's so unresponsive that we discovered you can jiggle the wheel almost 30 degrees in either direction while on the move without any reaction from the front axle.

That said, and despite the severe lack of refinement – the stiff suspension set-up means any imperfection in the road sends vibrations through the cabin – the Classic V8 is pretty easy to drive once you get going, with the standard-fit ZF automatic gearbox slushing through the cogs and saving you from pulling a tendon, replacing the Defender's old beanpole-like manual shifter. There's decent progression in the brakes, too, which provide more than sufficient stopping power – a good thing given the power available under your right foot.

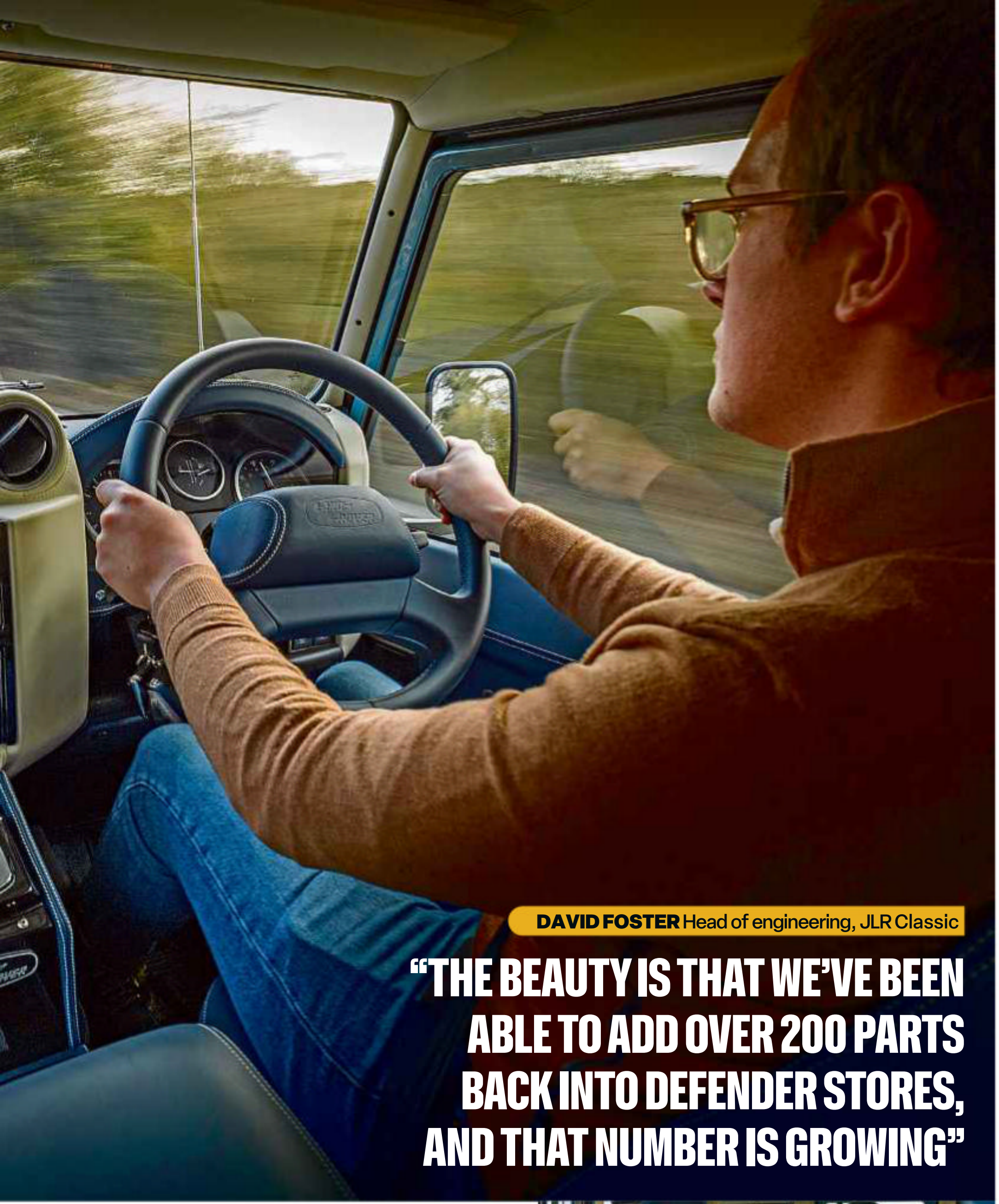
This element is undoubtedly the Classic V8's main attraction because flooring the throttle feels like cueing up an orchestra hidden in the back seats. The V8 Defender restomod gathers speed at an alarming pace for something with the structural rigidity (and looks) of a garden shed, all accompanied by a glorious symphony of that V8, made ever-more audible thanks to the distinct lack of sound deadening.

Unlike in the Jaguar F-Type R from which the powertrain hails, the Classic V8's unit isn't fitted with a supercharger – although that's no issue because any more power would feel almost reckless. With a huge amount of body sway whenever you throw the Classic Defender into a corner, you'll quickly recognise that this is a point-and-squirt machine and little else – but a rather intoxicating one at that. The Defender is back – flawed, but glorious as ever.

VERDICT

PROVIDING a definitive verdict on the Defender Classic V8 is almost impossible because it's either a zero or a five-star car, depending on your tastes. Marrying such a charismatic engine to the tractor-like Defender might appear unnecessary, but it goes a long way towards making an already charming vehicle even more so.

ON THE ROAD
The Defender restomod is quick – very quick – but there's no way to hide its antiquated dynamics



DAVID FOSTER Head of engineering, JLR Classic

> “THE BEAUTY IS THAT WE’VE BEEN ABLE TO ADD OVER 200 PARTS BACK INTO DEFENDER STORES, AND THAT NUMBER IS GROWING”

DEFENDER CLASSIC V8 vs DEFENDER V8 P525

THE Classic V8 isn’t the only eight-cylinder Defender that Land Rover offers. The same 5.0-litre unit in the restomod is offered in the new Defender, in the form of the ‘V8’ model.

This gets upgrades over the standard petrol and diesel models, such as tuned suspension, beefier brakes and a rather exciting-sounding ‘Dynamic’ drive mode.

Yet despite huge 22-inch wheels, quad exhausts, tinted windows and satin-grey paint, the Defender V8 (above) feels rather more yeoman than yobbo. Unlike other applications, this rendition of the JLR V8 feels restrained, with no childish crackles or pops from the exhaust, and layers of suede and leather muting most of the noise.

It’s fast, though. Unlike the Classic V8, the new model is supercharged, with its 518bhp causing the car to squat and lift up at the front when you put your foot down. The Defender V8 is no super-SUV like, say, a Lamborghini Urus, but the upgrades mean it handles better than you might expect.

Consider the fact that the Defender V8 costs half the price of the Classic V8, throw in a plusher interior, far superior tech and, perhaps most importantly, a crumple zone that isn’t your own ankles, and choosing the newer option appears to be a no-brainer.

Yet despite wearing the Defender nameplate, the new V8 model can’t come anywhere close to the analogue charm of the Classic which is, we suspect, going to be the latter’s strongest selling point.

DIFFERENT BEAST
Modern Defender delivers far more refined driving experience

ELECTRIC DREAMS

BYD's latest arrival in the UK is the Sealion 7, and among the models the Chinese EV has in its sights is our 2021 Car of the Year, the Hyundai Ioniq 5

> "THE PROGRESS IN THE EV SPACE MEANS THAT ONE YEAR'S CAR OF THE YEAR WINNER CAN BE NEXT YEAR'S ALSO-RAN"

ESSENTIALS

Hyundai Ioniq 5 N Line Long Range AWD	BYD Sealion 7 Design AWD
Price: £50,900	**Price:** £49,290
Powertrain: 84kWh battery, 2x e-motors, 321bhp	**Powertrain:** 82.5kWh battery, 2x e-motors, 523bhp
0-62mph: 5.3 seconds	**0-62mph:** 4.5 seconds
Test efficiency: 2.6 miles/kWh	**Test efficiency:** 2.6 miles/kWh
Official range: 307 miles	**Official range:** 283 miles
Annual VED: £620 (from 1 April 2025)	**Annual VED:** £620 (from 1 April 2025)

Pete Gibson

BYD SEALION 7 vs HY

Sealion 7 facing toughest challenge yet for fast-expanding BYD

GO back barely a couple of years, and hardly anyone in this country would have any idea who, or what, BYD was. Maybe if you were a battery nerd, or you had an interest in buses then there would have been a chance, but that would have been the limit of its reach.

Yet since 2023, the Chinese brand has gone from zero to five distinct models, marking a rapid expansion rarely seen before in the UK.

The fifth car to join the range is the Sealion 7, which sits alongside its other aquatic-based rangemates, such as the Seal and Dolphin. Yet this EV arguably represents BYD's toughest challenge to date, because it wades into a class of very competitive pure-electric family SUVs.

The progress in the EV space means that one year's Car of the Year winner can be next year's also-ran, but one model which has managed to resist the march of progress better than most is the Hyundai Ioniq 5.

Not only did the marque get so much right in the first place, but our favourite car of 2021 has since received a range of minor upgrades to keep it competitive, too. Have these gone far enough to compete with the latest car from one of the strongest new brands to emerge from China? Read on to find out.

HEAD TO HEAD

CONTENDERS

BYD Sealion 7

THE Sealion 7 features many now-familiar BYD traits, including a lithium-iron phosphate 'Blade' battery pack, and the brand's signature rotating touchscreen infotainment display – all made in-house. Only the tyres aren't produced by BYD.

But the Sealion pushes the brand's pricing structure to new extremes. It starts at £44,990 and climbs to £57,290 – serious money for a firm that was unheard of just two years ago. We're testing the mid-spec Design AWD model, which costs £49,290.

ON THE ROAD

THERE'S a clear jiggle to the BYD's ride, which suggests its suspension is firm, but find a twisty road and it feels heavy and prone to body roll. The Hyundai is softer over bumps, yet still feels better tied-down through corners. It's all relative, however, and even the Hyundai isn't particularly sharp to drive. On paper, the Sealion is a little quicker than the Ioniq 5, but on the road it feels like there's little to separate them.

TECH HIGHLIGHTS

ON the face of it, the BYD has the edge when it comes to battery capacity and outright power. But at nearly 2.4 tonnes, it's more hefty than the 2.2-tonne Hyundai, too. The Ioniq 5's 800-volt set-up allows it to recharge at up to 233kW, enabling a 10-80 per cent top up in just 18 minutes. The BYD's maximum rate of 150kW can't match its rival's, and several other class contenders also have a higher peak rate.

PRICE AND RUNNING

TESTING in cold weather really showed just how much temperature affects efficiency. Both cars recorded 2.6 miles/kWh, which seems low, but we have previous experience with the Hyundai as a yardstick. We ran a pre-update Ioniq 5 on our long-term test fleet, and averaged 3.8mi/kWh in warmer weather. The Sealion's stronger resistance to depreciation helps with its running costs.

YUNDAI IONIQ 5

Hyundai Ioniq 5

SPORTY N Line bodykit aside, the Ioniq 5 largely looks the same as it did before from the outside. However, the subtle styling tweaks, including a longer rear spoiler and smoother wheel designs to boost aerodynamic efficiency, hide a range of subtle changes to the electric powertrain, the suspension and the on-board tech.

The twin-motor N Line model that is pictured here costs £50,900, which makes the Hyundai marginally more expensive than the newcomer from BYD.

CHAMPION
Hyundai's Ioniq 5 was crowned our Car of the Year in 2021 and has since received a number of tweaks that aim to keep it competitive

PRACTICALITY

NEITHER car has class-leading space or practicality as an overall package. Both offer excellent rear legroom, but the Sealion's headroom is disappointing for a model of this size. The Ioniq 5's 520-litre boot is impressive on paper, but it's fairly shallow, while the BYD's has the same volume, yet is deeper and more useful. Both have front boots, but twin-motor Ioniq 5s get a 24-litre capacity; the Sealion 7 offers 58 litres.

SAFETY

TWO things are very clear when driving these cars: both are loaded with standard safety tech, and both like to bong relentlessly with various warnings and alerts. But we find that although the Ioniq 5's systems aren't perfect, they are less intrusive to use while driving and are easier to switch off if you'd prefer to do without them. The Sealion's lane-keep assist is far too aggressive with its corrections.

OWNERSHIP

SIX and five-year warranties for the BYD and Hyundai respectively put both cars towards the top of the class for overall cover, while the Sealion 7 also gets a generous four years of breakdown assistance as standard. BYD has yet to be surveyed in our Driver Power customer satisfaction polls, while Hyundai was a little below the industry average last year, taking 17th overall out of 32 manufacturers.

BYD SE

Newcomer aims to make a splas

FOR a brand that's relatively new to the UK, BYD hasn't been shy about wading into some very competitive segments. More often than not, it has acquitted itself well, too.

The Atto 3 and Dolphin, its two smallest offerings to date, are its strongest models. And even though the Seal saloon can't quite live with the best in the class, it's still a compelling compact executive car in its own right. The Sealion 7 has the toughest task yet, though, pitching itself against everything from the Skoda Enyaq, Tesla Model Y and Hyundai Ioniq 5 to the Renault Scenic and Ford Capri.

ENGINES & PERFORMANCE 4.1/5★

SEALION drivers get a choice of two battery capacities and two motor configurations spread across three models. The range starts with the Comfort, which is the only single-motor option. It sends its 308bhp and 380Nm of torque to the rear wheels, which is enough for a 0-62mph time of 6.7 seconds.

The Comfort, like the Design AWD model we're testing, uses an 82.5kWh battery. As the name suggests, the Design AWD gains all-wheel drive, courtesy of a twin-motor set-up. Combined with the same rear motor fitted to the Comfort, this bumps the Design's output to 523bhp and 690Nm, slashing the 0-62mph time to a very potent 4.5 seconds. That's not as quick as a Tesla Model Y Performance or a Hyundai Ioniq 5 N – the former is cheaper, and the latter costs roughly £6,000 more – but the BYD benefits from a range of chassis, braking and other performance upgrades to handle that considerable power.

The Excellence version gets the same motor, but a larger 91.3kWh battery. Despite the extra 95kg that the bigger pack adds, BYD claims identical performance figures for the Design and the Excellence versions.

As with the Seal saloon, we found that the Sealion's performance didn't feel staggeringly quick in the real world – it's by no means short of power, but it's not mind-blowing. A laggy throttle response with a long pedal travel is partly to blame, with inputs met by a slight delay before anything happens. The long travel helps the car to be driven smoothly at low speeds, but it's undone by the slow response.

DRIVING 3.3/5★

ALTHOUGH the Sealion 7 can occasionally feel relaxing from behind the wheel, other rival offer a more sophisticated drive.

AROUND TOWN Limited visibility to the rear emphasises the size of what is already a bulky car, and the superbly sharp surround-view cameras can't quite overcome the fact that low-speed manoeuvrability is behind the best alternatives in the class, so there are easier cars to drive in town. There are two levels of brake regeneration to pick from. The adjustable toggle on the centre console isn't as intuitive to use as steering wheel-mounted paddles, but it still beats diving into an on-screen menu to adjust, and is certainly better than the Model Y, where regen can't be adjusted at all.

A & B-ROADS The Sealion's suspension offers neither class-leading comfort nor a reasonable level of body control. The body tends to wallow a little clumsily through corners as it struggles to cope with the car's significant mass. That's true even by the standards of a class where very few vehicles handle with much agility anyway.

Yet on straighter sections, the suspension doesn't cosset its occupants as well as the likes of the Ioniq 5. A Ford Capri is much keener to drive through the turns, yet is also more compliant over bumps.

MOTORWAY These are the roads where the Sealion feels most at home, although the ride still feels a little fidgety even at higher speeds. The steering is a little too responsive, yet short of accuracy, which means more corrections

ALION 7

h in competitive family SUV market

MODEL TESTED:
BYD Sealion 7 Design AWD

PROS
- Standard equipment levels
- Excellent rear legroom
- Competitive warranty

CONS
- Expensive range-topping model
- Infuriating safety assist systems
- Stodgy ride and handling

TESTER'S NOTES

OUR Sealion 7 efficiency scores in the UK looked okay, if not outstanding for the class. They drew roughly level with the Ioniq 5's, which are also average in this segment. It's also worth noting that our initial drives of the car in Germany, including some autobahn running, harmed the range further.

Even at 70mph, we've found that many alternatives – particularly the Tesla Model Y and rivals from the VW Group – use less energy, so we'd look to one of those cars if you plan on finding an EV to do lots of motorway journeys.

Alex Ingram
Chief reviewer

are needed when driving at a quicker pace to keep the BYD on line than in many rivals.

MPG & RUNNING COSTS 3.7/5★

EFFICIENCY is average if not outstanding, and residual values are reasonable for the class.

EV RANGE/ BATTERY/CHARGING With its dual motors and smaller battery, the Design has marginally the shortest range in the Sealion line-up, officially covering 283 miles. Our test was conducted in cold conditions, weather which doesn't do battery performance any favours. As a consequence, our result of 2.6mi/kWh – translating into a real-world range of 215 miles – is a pessimistic estimate of what is possible. For context, that matched the efficiency of a Hyundai Ioniq 5 driven over the same week – a car that has neared closer to 4.0mi/kWh in warmer temperatures.

The single-motor Comfort model, with a 82.5kWh battery, can officially cover 300 miles on a charge, while the flagship dual-motor Excellence has a 91.3kWh unit for a claimed 312-mile range. This version tops up quickest, and its 230kW peak speed can charge the car from 10-80 per cent in 18 minutes, BYD says. That's six minutes faster than the Comfort and Design can manage despite their smaller 82.5kWh batteries.

TAX With every model in the range priced comfortably beyond £40,000, all versions qualify for the expensive car surcharge for Vehicle Excise Duty from 1 April 2025. As a

ON THE ROAD Sealion 7 isn't a class leader when it comes to handling, steering or comfort. It's best suited to long-distance motorway cruises

"MOTORWAYS ARE WHERE THE BYD FEELS MOST AT HOME, ALTHOUGH THE RIDE STILL FEELS A LITTLE FIDGETY" result, Sealion 7 owners will pay £620 per annum in VED from years two to five.

INSURANCE With at least 300bhp in every model, the base Comfort is in group 45 (out of 50) and the top Excellence model group 49.

DEPRECIATION Sealion 7 residual values are expected to hold up fairly well. Retaining roughly half of its original value after three years of 36,000 miles means that the Sealion is more resistant to depreciation than the Ioniq 5, similar to the Kia EV6 and slightly behind the Renault Scenic.

INTERIOR & TECHNOLOGY 3.7/5★

THE cabin looks modern and fresh overall, but our test car had some small quality niggles.

DESIGN The interior is dominated by a 15.6-inch infotainment touchscreen, but look elsewhere and the cabin seems fairly smart. The flow of the dashboard into the door panels creates pleasing organic curves, and the backlit dash panel ahead of the passenger lends the cabin a generally modern feel.

QUALITY The use of leather and leather-effect materials on much of the door trims and dash gives an expensive feeling at first glance. But some of the parts of the cabin that are touched most often, such as the internal door handles, feel a bit flimsy. Our car's head-up display rattled and vibrated while driving.

TECH AND INFOTAINMENT Regardless of the price point, BYD gives all its cars heaps of standard kit, and the Sealion 7 gets 20-inch alloy wheels, LED headlights, the huge 15.6-inch touchscreen display and even ultra-fast 50-watt wireless smartphone charging – including a cooling fan to prevent the device from overheating – as standard.

One irritation with the touchscreen is that when Apple CarPlay or Android Auto is connected, it completely takes over the display. In order to return to the native system – something you must do to adjust the temperature, because all the climate controls are on-screen only – you need to fully exit your smartphone app. Most other models leave some of their built-in functions on the display permanently to avoid this frustration.

PRACTICALITY 4.0/5★

THE Sealion 7 is a fairly large car, and as such it's not cramped inside. But given its overall size, we'd have hoped for a little more room.

FRONT SPACE Both the front seats and steering wheel have plenty of adjustment, so it's fairly easy to get comfortable, but as with other BYD products, the fixed headrest is too far forward. This led to many of our testers being forced into either a hunched driving position, or reclining the seat further than usual to avoid bending their necks. This, of course, means that the seat is no longer supporting the shoulders adequately, so either way, it's not particularly comfortable.

Among the storage spaces are a pair of cup-holders in the centre console. Their bases can be pressed down to accommodate cups and bottles of varying heights. The deep central cubby and glovebox are lined with material to stop items from rattling around on the move.

REAR SPACE Knee room for back-seat passengers is excellent, with the Sealion offering more space than its rivals, with the possible exception of the Kia EV6.

As with the Kia, however, headroom is more of an issue. The sloping roofline towards the rear of the car compromises space a little, so taller passengers could find themselves brushing against the headlining with the seats in their standard position. But the backrests can slightly recline, so those who are happy to slouch a little more (as long as the boot isn't full) can generate extra space.

There's additional storage available in the back, too, thanks to a central armrest with a small cubby plus two pop-out cup-holders.

BOOT SPACE The main boot area is a generous 520 litres and there's a 58-litre cubby under the bonnet – perfect for storing the charging cables. Fold the back seats down and the volume grows to 1,789 litres, which is 79 litres more than a Skoda Enyaq and 209 litres more than the Hyundai Ioniq 5 in the same configuration. The folded seats leave a space that's completely level with the main boot floor – ideal if you need to load bulky items. Beneath the main floor area, there's a very deep storage space, too.

RELIABILITY & SAFETY 3.3/5★

EURO NCAP hasn't tested the Sealion 7 yet, but given that every BYD evaluated so far has scored a maximum five-star rating, we'd expect the same here. Nine airbags, a 360-degree parking camera, adaptive cruise control, blind-spot detection and much more are fitted as standard on every model.

While there's lots of standard tech, we're not convinced that any of it works that well. Although they might tick Euro NCAP's boxes, we found that some of these systems, most notably the lane-keep assist tech, is far too intrusive. On narrower B-roads, the car will constantly tug at the wheel, sometimes jabbing the steering wheel rather crudely towards the nearest hedgerow. Turning off

SEATING
Driver's seat has plenty of adjustment, although the fixed headrest was too far forward for many of our test team. Things are better in the back, thanks to generous knee room, but the sloping roofline hurts headroom

TESTER'S NOTES

IN some ways the 15.6-inch touchscreen gets things very right. The resolution is fairly crisp, which is most obvious on the pin-sharp surround-view cameras, which are fantastic when parking.

Yet one of its main features is that the screen can rotate 90 degrees to change from landscape to portrait mode. But in its vertical position, a driver wearing polarised sunglasses won't be able to read the screen, because the information displayed all but disappears from view.

Alex Ingram
Chief reviewer

INTERIOR
Modern cabin uses lots of leather and artificial-leather trim, but some parts feel a bit flimsy. Panoramic sunroof lets in lots of light

> **"THE CABIN LOOKS MODERN AND FRESH OVERALL, BUT OUR TEST CAR HAD SOME SMALL QUALITY NIGGLES"**

R
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NORMAL
SPORT
Snow Land
STANDARD
134 mi

these systems is much more of a faff than it is in, for example, Renault or Skoda products.

BYD is too new a brand for us to have gathered meaningful data from owners about how satisfying its products have proven to live with. But in the event that anything does go wrong, owners will benefit from a four-year roadside assistance package as standard.

WARRANTY 4.5/5★

FURTHER adding to owners' peace of mind is the six-year or 150,000km (93,206-mile warranty. This is on a par with Hyundai (five years/unlimited mileage) and Kia (seven years/100,000 miles). There's also an eight-year battery pack warranty, which is pretty much standard across all EV makers.

SERVICING 4.0/5★

THE Sealion 7 has service intervals of two years or 24,000 miles, whichever comes first. ▶

IONIQ 5
Y5 HYU

HYUNDA

Refresh for 2025 aims to keep K

IT seems amazing to say it, but the Hyundai Ioniq 5 is one of the longest-serving cars in this class now, such is the rate of progress and expansion of the family EV segment. Our 2021 Car of the Year isn't simply lying down to let the latest competition walk all over it, though, because it's received a number of nips and tucks for 2025.

Key among them for buyers who drive long distances will be the updated battery pack, which increases capacity from 77.4kWh to 84kWh. Along with tweaked aerodynamics, this has boosted the car's range.

There are also changes to the interior and safety tech, while various chassis upgrades are designed to elevate the 5's drive. A new shock absorber design aims to improve the ride, with a tougher cowl crossbar set to reduce steering vibration.

Reinforced sections around the rear axle look to boost stability and agility; they also reduce road noise, as has the addition of more sound insulation around the rear motor. The B-pillars have been toughened to improve protection in a side-on collision.

ENGINES & PERFORMANCE 4.2/5★

BUYERS can choose from three motor options. The range starts with a single-motor model with 168bhp and 350Nm of torque, enough for a 0-62mph time of 8.5 seconds. This variant is only available with the smaller of the two battery options – the 63kWh unit limits range compared with the higher-spec option – and only in the base Advance trim level.

The next step up increases the battery capacity to 84kWh and the power to 225bhp, with a 0-62mph time of 7.5 seconds. The range-topping model adds another motor at the front that raises the system output to 321bhp and 605Nm of torque, which propels the Ioniq 5 from 0-62mph in 5.3 seconds.

Brake regeneration strength is controlled by paddles behind the steering wheel, with the power ranging from complete freewheeling to one-pedal driving. The paddle system is still the best and most intuitive system we've used for adjusting brake regen on the move.

DRIVING 4.0/5★

THOSE chassis tweaks aren't transformative, but have made one of the softest cars in the class a little more comfortable.

AROUND TOWN The changes to the dampers are possible to spot from the moment you move off. Where the original Ioniq 5 was soft yet still allowed some jolts to enter the cabin over harsher road imperfections, the new set-up does a better job of rounding off the worst urban bumps. Light steering is useful around town, but the 12-metre turning circle is large, especially compared with a Skoda Enyaq's 9.3 metres (10.8m for 4WD models).

A & B-ROADS Hyundai's focus on comfort works at higher speeds, too. The car's closest mechanical relative, the Kia EV6, doesn't feel sharp enough through corners to justify its firm suspension set-up, yet the Ioniq 5 is unapologetically soft in comparison. While this means there's not so much incentive to drive the car hard, the body control remains reasonable and there's enough roll to communicate how much grip is available without things getting out of hand.

Single-motor versions of the Ioniq 5 gently push the chassis from the back axle, thanks to their real-wheel-drive layout, while four-wheel-drive models have strong traction, as you'd expect. Either way, the experience isn't fun as such, but it's judged well for what is primarily a sensible family car.

MOTORWAY At higher speeds, the Ioniq 5 is a little more refined than rivals from the Volkswagen Group, with less road noise – but a touch more wind noise – intruding into the cabin. Stability and comfort are excellent, too,

MODEL TESTED:
Ioniq 5 N Line Long Range AWD

PROS
- Comfort and refinement
- Rear cabin space
- Light and airy interior

CONS
- Excessive safety bongs and chimes
- Large turning circle
- Shallow boot

TESTER'S NOTES

OF all the detailed design tweaks that Hyundai has introduced for 2025, one of the simplest is also one of the most welcome. That's because now the Korean brand has finally seen sense and fitted a rear window wash/wipe system to the Ioniq 5.

While Hyundai isn't the only firm guilty of not fitting one previously, it was silly to assume that the car's aerodynamics would always keep it clean. In reality, you had to travel at motorway speeds to prevent it from collecting spray and grime – a concern that is now a thing of the past.

Alex Ingram
Chief reviewer

and the steering is relaxed enough that the car doesn't feel nervous.

MPG & RUNNING COSTS 4.3/5★

EFFICIENCY figures are not outstanding for the class, and neither are the Ioniq 5's residual values. It's still incredibly cheap to run as a company car, though.

EV RANGE/ BATTERY/CHARGING The increased battery capacities and improved aerodynamics have created a range of improvements for the latest Ioniq 5. Where the previous car could achieve an at-best WLTP range of 315 miles, the revised model ups that to 354 miles. That figure is for single-motor models, but even the most potent twin-motor cars can almost match the best that the outgoing single-motor variant could achieve, hitting 307 miles on the WLTP cycle. The entry-level model with the smaller 63kWh battery can cover 273 miles – 35 miles up on the model it replaces.

As before, the Ioniq 5 doesn't appear to be at the top of the class for efficiency, but we'll reserve our full judgment until we've tried the car in warmer weather. On a cold day, we were on course to get 218 miles out of a single charge; we expect the summer months will return much better than the 2.6mi/kWh that took us to that distance, therefore bringing the range much closer to Hyundai's claim.

Officially, the Ioniq 5 will charge at up to 233kW, making it possible to top up the battery from 10-80 per cent in 18 minutes. But due to

AI IONIQ 5

orean car competitive against newer rivals

FRESH FACE N Line trim is new for 2025 and takes its cues from the flagship Ioniq 5 N, including lots of black trim. Boot (far left) is shallow, which impacts practicality

> "AT HIGHER SPEEDS, THE IONIQ 5 IS A LITTLE MORE REFINED THAN ITS RIVALS FROM THE VOLKSWAGEN GROUP"

the nature of its 800-volt system, you'll need a 350kW charger to achieve that; without it, the speeds aren't so impressive.

TAX Every version of the Ioniq 5 sits in the lowest Benefit-in-Kind (BiK) tax band for company cars, which from April 2025 stands at three per cent. That makes the Hyundai as cheap to run as any other EV, and much less costly than a similarly priced plug-in hybrid, hybrid, petrol or diesel car.

INSURANCE With each car's group depending on its power and trim level, the Ioniq 5 starts in group 33 insurance and climbs to group 41, while the hot Ioniq 5 N is in group 49 out of 50.

DEPRECIATION Residual values aren't great for the Ioniq 5 compared with some rivals. The heaviest-depreciating model, the N Line S AWD, will maintain just 41.46 per cent of its original value after three years. The entry-level car is cheaper to buy and its 46.05 per cent depreciation figure is much closer to the class average. The flagship Ioniq 5 N has very strong residual values of 56 per cent.

INTERIOR & TECHNOLOGY 4.5/5★

MINOR interior updates for the 2025 model year don't change the fact that there's still much to like about the Ioniq 5's cabin.

DESIGN For 2025, the cabin maintains the same light, airy ambience that has always made the Ioniq 5 feel so spacious, but there are a few detail changes worthy of note. The raised portion of the centre console has been completely redesigned to accommodate more physical shortcut buttons. It also now houses the wireless smartphone charger to keep the user's device in a more convenient spot.

The steering wheel gets a subtle update, with "pixel" lights glowing at its centre – there's still no Hyundai logo there – while the shortcut buttons above the climate controls have been subtly tweaked. Hyundai says this is to "enhance operational convenience", but they were reasonable before and the change isn't night and day now.

QUALITY While the interior design looks fairly distinctive, the quality isn't quite up with the class best. A Peugeot E-3008, a Skoda Enyaq or even the cheaper Renault Scenic feel a little more special inside and slightly more sturdy in terms of switchgear and plastics.

TECH AND INFOTAINMENT There are five trim levels to choose from, with even the base Advance spec featuring LED headlights, two 12.3-inch displays, adaptive cruise control with lane centring, a heated steering wheel and a heat pump to reduce the load of the cabin heater on cold days, as standard.

All but the base model get a 230-volt three-pin plug socket at the base of the back seats, enabling more power-heavy accessories to run off the car's main battery. Digital side mirrors are available on top-spec trims, but we'd stick with the regular items for the sake of the tiny potential improvement in range the more aerodynamic cameras can offer.

PRACTICALITY 4.4/5★

THE Ioniq 5 is spacious for passengers and the boot volume is decent, but its shape is not as useful as some rivals.

FRONT SPACE The open-plan cabin makes the front feel very spacious, and while the driving position is fairly car-like, you sit quite high relative to the window line, granting the driver decent all-round vision. Side-view cameras which engage when the indicators are activated improve visibility when turning into tight junctions or when changing lanes on a motorway. Big door bins and the drawer-like glovebox offer useful storage options.

REAR SPACE Knee room in the back is excellent, with only the Tesla Model Y, Kia EV6 and BYD Sealion 7 offering more. Headroom is also decent, with a near-identical amount to Hyundai's Tucson SUV. But the seat base is a little low relative to the floor, so the seats don't give as much under-thigh support as we'd like.

BOOT SPACE At 520 litres, the Ioniq 5's boot appears very large, but while the load bay floor covers a large area, it's fairly shallow, so it can't carry bulky loads as well as some rivals. The seat backs drop completely flat when folded – a process which, post-facelift, is done electrically in Ultimate and N Line S models. Either way, the volume grows to 1,580 litres, which is less than in rivals such as the Skoda Enyaq and BYD Sealion 7.

RELIABILITY & SAFETY 4.3/5★

IONIQ 5s have gained more safety tech for 2025, including a hands-on detection for the steering wheel, improved lane-keep assist and remote smart parking assist functions, plus a collision-avoidance system that works from all angles, including when reverse parking.

The model was awarded five stars by Euro NCAP in 2021, and these new features, plus a car which is now structurally stronger around the B-pillars to improve side impact protection, should see it remain up-to-date with the latest safety standards.

Hyundai finished 17th out of 32 brands in our 2024 Driver Power customer satisfaction survey. That's an odd result considering that

INTERIOR
Hyundai's 24-litre 'frunk' is dwarfed by the BYD's 58-litre offering. Rear legroom is excellent, while headroom is also decent. The seat base is quite low to the floor, though, which means under-thigh support could be better

TESTER'S NOTES

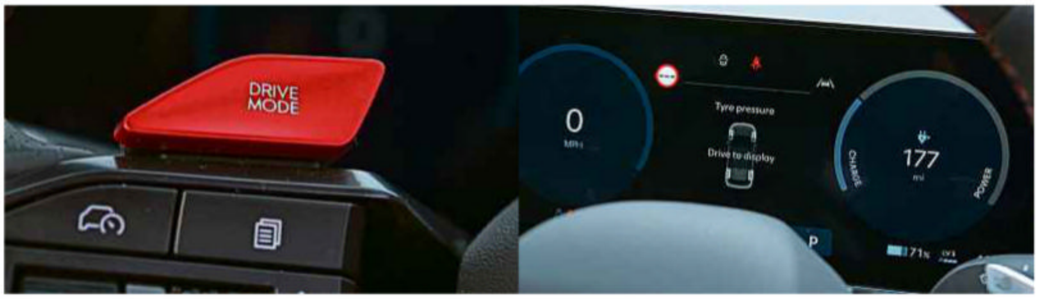
IN addition to the technical upgrades applied to the Ioniq 5, Hyundai has also added a new trim level. The N Line car in these images takes inspiration from the range's halo model, the fabulous 5 N, with a bodykit that adds a extra menace.

The extra black elements lend it a more athletic profile and emphasise the car's width at the front, while 20-inch wheels finish off the look. A new steering wheel design and black interior scheme make the N Line's cabin feel more sporty.

Alex Ingram
Chief reviewer

CABIN
The centre console and some switchgear have been tweaked for 2025. Sporty N Line trim is also new for the latest model year

> **“WHILE THE INTERIOR DESIGN LOOKS FAIRLY DISTINCTIVE, THE QUALITY ISN’T QUITE UP WITH THE CLASS BEST”**



fellow Hyundai group firm Kia finished third with cars using largely the same mechanicals.

WARRANTY 4.6/5★

HYUNDAI offers a five-year, unlimited-mileage warranty for all of its passenger cars, along with 12 months of roadside assistance and free annual health checks of your vehicle for up to five years. The Ioniq 5’s lithium-ion battery is covered for eight years/125,000 miles, although it’s linked to a ‘minimum capacity’ caveat, which means any required repairs will return the battery to at least 70 per cent of its original capacity.

SERVICING 4.2/5★

HYUNDAI offers plans designed to meet your individual requirements, based on the car you own, expected mileage, and the period you’d like the plan to cover. You can pay in a lump sum or interest-free monthly instalments.

PRICES AND SPECS

	BYD SEALION 7	**HYUNDAI IONIQ 5**
Our choice	Design AWD	N Line Long Range AWD
Price from/price of our choice	£49,290/£49,290	£50,900/£50,900

POWERTRAIN AND PERFORMANCE

Powertrain	2x electric motors	2x electric motors
Power	523bhp	321bhp
Torque	690Nm	605Nm
Transmission	Single-speed/awd	Single-speed/awd
0-62mph/top speed	4.5 secs/134mph	5.3 secs/114mph
Battery capacity	82.5kWh	84kWh
Official range	283 miles	307 miles
Test efficiency/range	2.6mi/kWh/215 miles	2.6mi/kWh/218 miles
Charging	150kW (10-80% 32 mins)	233kW (10-80% in 18 mins)

DIMENSIONS

Length/wheelbase	4,830/2,930mm	4,655/3,000mm
Width/height	1,925/1,620mm	1,890/1,605mm
Rear kneeroom	737-995mm	695-935mm
Rear headroom/elbow room	879/1,504mm	930/1,590mm
Boot space (front/seats up/down)	58/520/1,789 litres	24/520/1,580 litres
Boot length/width	1,041/1,010mm	985 (1,185*)/1,040mm
Boot lip height	771mm	730mm
Kerbweight/towing weight	2,340/1,500kg	2,190/1,600kg
Turning circle	11.7 metres	12.0 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£25,202/51.13%	£22,024/43.27%
Depreciation	£24,088	£28,876
Ins. group/quote/VED	47/N/A/£620	41/£1,028/£620
Three-year service cost	TBC	£302
Annual tax liability std/higher rate	£312/£623	£305/£610
Annual fuel cost (10k miles)	£1,100	£1,100
Basic warranty (miles)/recovery	6yrs (93k)/4yrs	5yrs (unlimited)/1yr
Driver Power manufacturer position	N/A	17th
NCAP Adult/child/ped./assist/stars	TBC	88/86/63/88/5★ (2021)

EQUIPMENT

Metallic paint/wheel size	£1,100/20 inches	£700/20 inches
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/three	Repair kit/three
Keyless entry & go/powered tailgate	Yes/no	Yes/yes
Leather/heated seats	Yes/yes	Part/yes
Screen size/digital dashboard	15.6 inches/yes	12.3 inches/yes
Climate control/panoramic sunroof	Yes/yes	Yes/no
USBs/wireless charging	Four/yes	Five/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/yes	Yes/no
Adaptive cruise/steering assist	Yes/yes	Yes/yes

*Rear-seat bench forward

WHAT WE WOULD CHOOSE

BYD Each Sealion 7 in the range is so well equipped that there's little scope for adding any optional extras. But we'd like more choice when it comes to paint colours; there are just four to choose from – none of which are exciting.

HYUNDAI The range-topping Ioniq 5 Ultimate can be customised with several option packs, which include remote parking and a 360-degree camera. Ultimate and N Line S trims are optionally available with digital side mirrors.

INFOTAINMENT

BYD Sealion 7 3.5/5★

15.6-INCH ELECTRICALLY ROTATABLE TOUCHSCREEN
KEY FEATURE: "HI, BYD", QUAD-ZONE VOICE CONTROL

THE 15.4-inch display with BYD's party-piece ability to rotate 90 degrees from landscape to portrait means that the Sealion's screen certainly looks impressive. But try to live with it and there are things which soon start to irritate.

There are some baffling ergonomic choices here; there is a physical button for the front window demister and another as a permanent fixture on the bottom of the touchscreen. But if you want to clear the rear window, the button is buried in the climate sub-menu.

09:32
71%
3.6mi
177mi
186mi

Hyundai Ioniq 5 3.8/5★

12.3-INCH TOUCHSCREEN SAT-NAV WITH BLUELINK
KEY FEATURE: OVER-THE-AIR SOFTWARE UPDATES

THE 12.3-inch touchscreen sits high up on the dash, and its clear layout and no-nonsense graphics are fairly easy to use. But some menus are fiddly; the driver-assist page is opened via several button presses (plus a long press) on the steering wheel, and then the layout is a little fussy.

Other brands, in particular Skoda and Renault, make switching the speed-limit warnings and lane-keep systems on and off much more intuitive.

> "OTHER BRANDS MAKE SWITCHING THE SPEED-LIMIT WARNINGS ON AND OFF MUCH MORE INTUITIVE"

BYD SEALION 7 BEST FOR:
Gadgets. If you want to show off, then the rotating central display is still a clever party piece. The Dynaudio sound system is excellent, too.

HYUNDAI IONIQ 5 BEST FOR:
Design. Few cars on the road look as striking as the Ioniq 5. We love the Giugiaro-influenced shape that's full of intriguing details up close.

RESULTS

WINNER ★★★★½

Hyundai Ioniq 5

FOUR years on from its launch and the Hyundai Ioniq 5 remains one of the most convincing and desirable family EVs money can buy. The updates introduced for 2025 have made an already impressive car even more likeable, with minor upgrades to its range, comfort, refinement and tech all making small but positive changes to the overall package.

Interior space is excellent, the drive is relaxing and smooth, and performance is competitive for the segment – even if the Sealion is marginally quicker. That one area aside, the Ioniq 5 has its Chinese challenger covered in almost every respect.

AUTO EXPRESS
ROAD TEST
WINNER
HYUNDAI
IONIQ 5
MARCH 2025
★★★★½

INTERESTED?
Scan the code to view deals on the Ioniq 5 available now

RUNNER UP ★★★½☆

BYD Sealion 7

DEPENDING on your priorities, the Sealion could be a very compelling car to live with. Few models in the class offer as much standard equipment, and even fewer are backed up by such a competitive breakdown and warranty package. Rear legroom is fantastic, too, even if headroom is tighter than we'd like.

However, the main issues come elsewhere: the chassis falls behind the competition in terms of ride and handling, the safety tech irritates and some models look pricey – despite their strong performance. None of these flaws is so fundamental that they couldn't be fixed in a mid-life refresh, though.

INTERESTED?
Scan the code for great deals on the BYD Sealion 7

SECOND REPORT

INEOS GRENADIE

We get down and dirty to find out if our Grenadier is the best four-

Dean Gibson

Dean.Gibson@autoexpress.co.uk

IF there's one thing that the Ineos Grenadier does really well – and some would say it's at the expense of all else – it's off-road driving. So when Ineos offered me the chance to take our Grenadier off the beaten track on one of the most spectacular off-road routes in the UK, the Strata Florida in mid-Wales, they didn't have to ask me twice.

Even driving the 260 or so miles to Wales didn't put me off. Having already taken it on a mammoth motorway trek to Scotland over Christmas, I know that the second-best thing the Grenadier is good at is long-distance cruising. It's where it manages its best fuel economy, too, although a return of around 24mpg isn't anything to write home about.

The Strata Florida (Latin for the Valley of Flowers) is a byway that runs through stunning Ceredigion countryside and features challenging terrain. It's a popular spot for off-roading, but given that the lanes are shared with walkers and farmers – not to mention sheep – it's no off-road Dakar challenge, and you need to tread as lightly as possible to minimise the impact. How lightly you can tread in a 2.7-tonne 4x4 is open to debate, but we stuck to the tracks of past visitors, and made sure our convoy of half a dozen Grenadiers and Quartermaster pick-ups stuck together through every ford, along every rutted path and over every rocky step.

One particular highlight of the route is the Bomb Hole. The deep crater is marked by a pine tree, and features a drop into a pool below, which is a lot steeper than it looks in pictures. The Grenadier took the slope in its stride. Using low-range gears and the off-road ESP settings, it crept down without slipping a wheel or catching any bodywork, even when levelling out at the bottom of the slope. And that was despite the fact that I couldn't see where the path went because the car's roof was blocking my view on the way down.

You can show off-road information, such as your angle of attack when you're coming down such a steep slope, or how much lean there is when you're traversing a side slope,

> "ONE PARTICULAR HIGHLIGHT IS CALLED THE BOMB HOLE AND FEATURES A DROP INTO A POOL"

PROS	CONS
Outstanding off-road ability	Heavy controls take getting used to
Surprisingly comfy over long distances	Hugely pessimistic fuel gauge
Excellent diesel engine	Poor rear visibility

R

-wheel-drive you can buy today

TAKEN TO EXTREMES
Our Grenadier made light work of the Strata Florida – a stunning off-road route in the wilds of Wales. We did lose the cabin heater at one point, though, due to an air lock caused by driving at extreme angles

MODEL TESTED:
Ineos Grenadier Station Wagon 3.0D Trialmaster

On fleet since:	December 2024
Price new:	£76,140
Powertrain:	3.0-litre 6cyl diesel, eight-speed auto, permanent four-wheel drive
Power/torque:	246bhp/450Nm
CO_2/BiK:	276g/km/37%
Options:	Black solid paint (£645), privacy glass (£455), heated front seats (£365), tow ball & electrics (£630), rock sliders (£1,053), floor mats (£229)
Insurance*:	Group: 50 Quote: £1,712
Mileage/mpg:	11,943/22.4mpg
Any problems?	Sticky door handles (fixed with extra grease), air lock in the air-conditioning (fixed)

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

ON (AND OFF) THE ROAD
Whether traversing fords or cruising the UK's motorways, our Ineos has proven capable

on the Grenadier's central screen. But if you're driving, the concentration it takes to keep the Ineos pointing in the right direction means you're not going to be seeing the big numbers that the Grenadier is capable of.

It took everything in its stride, although there was a slight issue with the heater not functioning for some of the route – not ideal on a freezing cold day. It turned out that the angles it had taken managed to create an air lock, but a massage of the hoses under the bonnet was all it took to release the pressure, demonstrating the Grenadier's 'fixability' when you're out in the wilds.

The sticky lock issue reported in Issue 1,866 has also been resolved. More grease was added to the mechanism to ensure the buttons pop out when the door handles are used, and other affected cars will get the same treatment.

VERDICT ★★★☆☆

IF the Grenadier was rated solely on its off-road credentials, I'd give it five stars. I don't think there's another new car available that can match its off-road talents straight out of the box. The trip across the country to Wales proved it's a capable long-distance machine, too, although the economy even at cruising speeds is enough to make most people wince.

SECOND REPORT

MAZDA CX-30

Family life is messy, but our SUV keeps things neat and tidy

Paul Adam

Paul.Adam@autoexpress.co.uk

I MUST admit, I'm not always the best at keeping my car looking its smartest, particularly in the winter. Instead, I subscribe to the in-fashion mud spatters and layers of grime that adorn many urban off-roaders.

Whether the Mazda CX-30 holds the green-laning gravitas of a steel-wheeled Land Rover Defender in Heritage Green, I'm not sure, but for navigating the urban jungle, it's a winner.

Anyone with a kids/dog family combo will know that getting from A to B can be a trial. There's always more kit than you thought possible, while leisure trips often involve mud, sand and piles of wet coats. Then there's the hairy mess of a hound to contend with.

Fortunately, Mazda offers a wealth of accessories to help 'family proof' your car from daily bombardment. I chose a set of all-weather mats, a boot liner with bumper protection, and a boot organiser, and they're all proving to be great value. In fact, we have a product test of boot organisers on page 58 this week; if you've had enough of luggage sliding about, it's worth checking out.

Other additions I fancy include the spare wheel kit in place of the compressor and sealant, plus the Thule roof box, which will add an extra layer of practicality for road trips.

However, the CX-30 comes with loads of standard equipment, and I think my mid-spec Homura is definitely the sweet spot in the range. It features smart 18-inch alloys, an automatic tailgate, keyless entry, front and rear parking sensors, and premium touches such as heated front seats, a head-up display, dual-zone climate control and wireless phone charging. It's a hefty £3,500 step up to the top-of-the-range Takumi, so a few hundred pounds spent on some genuinely worthwhile accessories for my car seems a sensible way to finish off an already capable package.

Overall, I'm loving my time with the CX-30; it looks great and is easy to drive. Then there are little details like the DAB radio (something I've experienced glitches with in rival set-ups), which works perfectly and is easy to switch between stations, plus the brilliant High Beam Control that recognises oncoming vehicles in

ON THE ROAD
We continue to be impressed by the CX-30's handling, but fuel economy could be better

USEFUL ACCESSORIES
The CX-30's boot liner protects the bumper from heavy loads and dog claws, while the heavy-duty rubber mats are durable and wipe clean

double-quick time when driving at night. It's the best system of its type that I've used.

The six-speed manual gearbox continues to delight, and the 2.5-litre e-Skyactiv G petrol engine feels stronger than its 138bhp output suggests. Mazda's engineers have worked their magic on the chassis and suspension, too, because it's surprisingly agile on a twisty B-road. One snag is that, around town, fuel economy is hovering at around 35mpg, which could be better – particularly because this is where most owners will spend their time.

But it doesn't take much to look on the bright side with the CX-30; and with warmer weather on the way, and my handy accessories keeping things neat and tidy, I'm looking forward to some longer family road trips.

MODEL TESTED:
Mazda CX-30 Homura 140PS 2WD

On fleet since:	November 2024
Price new:	£28,065
Powertrain:	2.5-litre 4cyl, mild-hybrid petrol, six-speed manual
Power/torque:	138bhp/238Nm
CO2/BiK:	135g/km/32%
Options:	Soul Red Crystal paint (£850), all-weather mats and boot liner (£162.73), foldable boot organiser (£116.80)
Insurance*:	Group: 20 Quote: £880
Mileage/mpg:	1,7555/34.9mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Great colour	Average economy
Good to drive	Dark interior
Lots of standard equipment	Boot could be larger

80
60
100
40
120
20
140
160
Driving Info.
34.9mpg
7°C
H
C

VERDICT ★★★★☆

THE Mazda CX-30 continues to impress as a capable compact SUV that's fit for family life. Some well chosen accessories have helped with practicality, while it's only the CX-30's urban fuel economy that we hope will improve.

> **"SPEC-WISE, I THINK MY MID-SPEC HOMURA IS DEFINITELY THE SWEET SPOT IN THE CX-30 RANGE"**

FLEETWATCH

General
Bluetooth
Volume
System

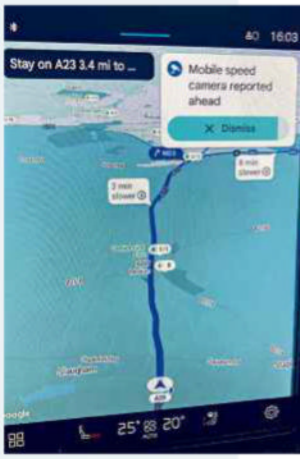
MG3

I'VE recently started listening to podcasts as a way of staying sane during motorway journeys. My current favourite is 'The Rest is Classified', but I'm finding it hard to enjoy its tales of espionage with the MG3's decidedly average sound system.

The six-speaker set-up is fine with music, but lacks clarity when it comes to voices on podcasts or phone calls. I've tried fiddling with the settings, but couldn't detect any improvements.

ELLIS HYDE

VOLVO EC40



THE more time I spend behind the wheel of our Volvo EC40, the more I like its infotainment system. Navigation is clearly labelled on the 12.3-inch screen, and traffic hot-spots appear as red, with route variations and time savings marked.

Charging stations are also indicated with the speed and number of chargers displayed, along with if they're free or in use. I even get a warning for speed cameras and their location. Not that I'd ever require that function, of course.

DARREN WILSON

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OPTIMO
Winter GT

NAME GAME New tyre sub-brand will be called Optimo. It features Hankook branding to reassure buyers, who can also use online tools to help find the right design for them

Optimo tyres

Price: From £70 **Contact:** *hankooktire.com*

KOREAN firm Hankook has launched a lower-priced sub-brand in Europe, as it seeks to compete against cheaper Chinese tyres and move the Hankook name more upmarket. Hankook tyres are already fitted as original equipment by premium car makers such as Audi, BMW, Mercedes, Porsche and Volkswagen, reflecting its intention to rival European tyre manufacturers.

The new sub-brand's name, Optimo, refers to one of Hankook's popular all-season tyre ranges. But it has now been spun off into a brand in its own right, with a full complement of summer, winter and all-season tyres that are said to balance performance and affordability. The move follows the success of Hankook's budget-friendly line – Laufenn – launched in 2015.

Every Optimo tyre will still bear the Hankook name until the new one is better known, and the new range will start with the comfort-biased Summer Touring, in 14 and 15-inch sizes. The Summer GT is designed for larger and higher-performance models, with diameters from 16 to 20 inches. These sizes are mirrored in the Winter versions.

All-season options are the All Weather and All Weather SUV, which cover 14 to 18 inches and 17 to 19 inches respectively.

Although prices have not yet been set, they will undercut Hankook products with an expected starting cost of around £70.

BOOKS

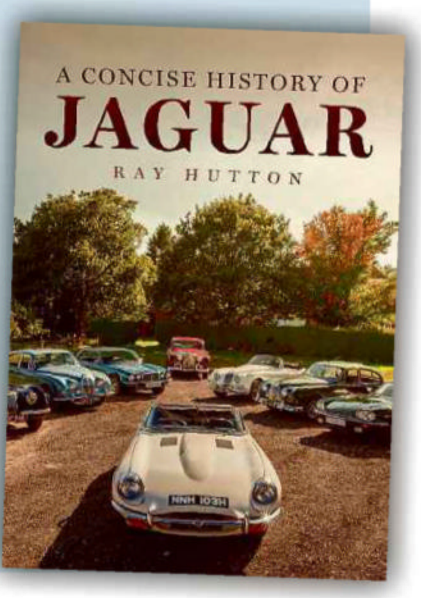
A Concise History of Jaguar

Ray Hutton Amberley Books, *amberley-books.com*
Price: £15.99 **Rating:** ★★★☆☆

IT'S perhaps a little odd to launch a book about the history of Jaguar, without referring to the fact that it's in the process of the biggest automotive rebrand of the century. You'd expect an appendix addressing it, at the very least. This concise history stops at 2024, when the firm was still building cars, which seems a bit like a history textbook addressing the Cold War as 'trouble ahead'. So make sure that you or the person you're buying it for isn't doing so to find out more on the topic of Jaguar's rebirth.

The rest of the book is good. 'Concise' is right – it's less than 100 pages long, so squeezing in 90 years of history is a big ask. But it covers most of the important points, from the brand's inception as the progression of Swallow Sidecars into a fully fledged automotive manufacturer embodying 'grace, space and pace'. Jaguars always photograph well and there's a fine selection here, breaking up the text on each page so it's not an intimidating read.

It's good for younger or less confident readers, but not likely to bend the needle for any serious Jaguar aficionado.



NEW PRODUCT

OSRAM VX1000 lightbar

Price: £289.99 **Contact:** *osram.co.uk*

OWNERS of older vehicles, or anyone who drives regularly on dark country roads, might envy those with the latest LED main beams. Besides being brighter, the whiter light they produce will pick out reflective signs or markings more clearly, and will even help to highlight animals lurking in the hedgerows.

Light manufacturer OSRAM may have the answer, with a new curved lightbar that will blend into modern car designs better than the traditional rally-style bolt-on spot lamps. You also won't have the legal issues at MoT time that are associated with swapping your headlamp bulbs to aftermarket LED items.

OSRAM's new LEDriving VX1000 curved lightbar measures 1,109mm wide and just 35mm high. Brackets are included to allow for several mounting options on various parts of the vehicle, including curved surfaces such as bumpers, grills and even windscreen frames.

The lightbar's power level of 7,650 effective lumens from the 36 high-performance LEDs is around four times as powerful as a standard halogen bulb, and is claimed to give visibility up to 525 metres. It uses a combination beam, which is specifically designed to provide both long distance and near-field illumination with white light that closely resembles natural daylight.

The VX1000's aluminium die-cast housing offers the highest official protection ratings for dust and water ingress – IP6K8 and IP6K9K – respectively, meaning the lightbar can be used in the harshest conditions.

The lens is made of durable polycarbonate and the light is compatible with both 12 and 24-volt power feeds. It is available now, with a recommended price of £289.99.

LIGHTING UP TIME
OSRAM's latest lightbar is handy for motorists who need extra illumination when driving at night

FIRST TEST

Laser 9055 pick-up tool

Price: £16 **Rating:** ★★★★☆
Contact: *lasertools.co.uk*

WE'VE all faced the frustration of dropping a vital bolt or nut into the abyss of an engine bay. While a DIY mechanic's toolkit might include a claw grabber, a magnetic pick-up or a torch, sometimes you need all three.

If you're willing to invest beyond the typical market-stall price tag of most pick-up tools, Laser's 9055 offers a real upgrade. The 610mm flexible shaft has a spring-loaded four-prong grabber, a powerful magnet and an integrated LED light to increase your chances of recovering that awkward dropped nut.

The magnetic head can lift up to 900g – a claim we tested with an 850g steel plate, which it held easily – although it's essential to balance the load evenly or it will drop. It's more than enough for hefty bolts and screws.

The sturdy grabber claws securely gripped objects, even in awkward spaces. The other end has an anodised-aluminium plunger, rather than a plastic one. The LED light is powered by three LR44 watch batteries and activated by a button. It is bright enough to be useful, but is only visible when the grabber prongs are extended. This is a limitation when just using the magnet or probing in dark crevices where constant illumination would be ideal.

TESTED Snow foam sprayers

Autoglym's latest product takes on Hydro rival that's also designed to let you join the snow foam revolution

Tom Barnard

SNOW foam is arguably the biggest revolution in car cleaning since the invention of the bucket. But not everyone can make the most of it, because they don't have a pressure washer – or simply can't be bothered with the hassle of using one. Research for Autoglym showed only 36 per cent of drivers who clean their own car always use a pressure washer, because they are time-consuming to set up or there's no electricity supply.

This led to the company launching the Polar Foam Sprayer. It works in a similar way to the devices used by gardeners, with a hand pump that compresses air to propel a liquid.

> "THE NEW SPRAYER WORKS IN A SIMILAR WAY TO THE DEVICES USED BY GARDENERS"

Autoglym's new sprayer has been specifically designed to dispense snow foam, and it works well. But the Hydro bottle feels better made, is larger and has more features. Add in the lower price and it's a clear winner.

NEW PRODUCT

Autoglym Polar Foam Sprayer

Price: £29.99 **Rating:** ★★★½☆ **Contact:** *autoglym.com*

ALTHOUGH the Polar Foam Sprayer will work with any manufacturer's snow foam, Autoglym say it has been optimised for the company's three-step Polar product range. This consists of Polar Blast foam, Polar Wash shampoo and the Polar Seal wax coating. We used the sprayer with the Blast, and the first issue was trying to get the mix ratio right. Although the bottle has measurement markings, they are almost impossible to read and the 250ml increments are too large.

Once you've got the solution, the sturdy handle makes pumping easy and the 1.9-litre capacity is just about enough to cover a small car in thick foam. It is dispensed quickly and evenly as long as the pressure is kept up.

We liked the safety lock, too, which prevents the trigger from being pressed accidentally. But in comparison with the Hydro, the Autoglym feels cheaply made and has fewer features. If it cost £10 less, it might be in with a chance, but it isn't worth more than its rival in this test.

Hydro V2 Spray Bottle

Price: £24.99 **Rating:** ★★★★★ **Contact:** *hydrouk.co*

THIS is the first product we've tried from Hydro and we were impressed, not least because of the V2's value for money. The Spray Bottle looks and feels more substantial than the Autoglym Sprayer, with better-quality mouldings and metal fittings for the nozzle and plunger.

It's larger, too, with a two-litre fluid capacity that is easy to see, because the bottle is transparent. While the main measurement markings are only a little clearer than on the Autoglym, the Hydro features a separate screw-in dosing capsule, which allows you to add chemicals to the water at the exact concentration required. This means you won't have to worry about it foaming over when you fill at the tap.

BOOT ORGANISERS

Keeping your luggage in place is important for safety – and tidiness

BUY YOUR CAR KIT WITH CONFIDENCE

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Kim Adams

LUGGAGE or shopping sliding around in your boot while you're driving will likely do your car (and your belongings) no good, so it pays to have some way of making everything stay put.

Non-slip matting or liners can help, but the ultimate solution is a boot organiser, which not only keeps things neat and tidy, but can also securely hold items and protect them from the rough and tumble of the load bay. They can also be left empty ready to take the weekly shop or a garden centre haul, keeping bottles and plants safe, or be packed with the kind of kit that drivers who like to be prepared can carry. This might be anything from de-icer and a mini jump starter kit to oil and coolant top-ups, or car care kit for those who can't store such items at home.

How we tested

WE checked what you get for your money, looking for solid floors, covered pockets, pouches, covers and materials that withstand life in the boot. Our wish list also featured partitions, including ones that can be removed, catches to secure boxes when folded, plus comfortable handles.

Options to keep the organiser in place in the load bay were also checked and we assessed how well each coped with typical contents, including boots, a wine carrier, a supermarket bag, a five-litre bottle, trigger sprays, aerosols, and a jump starter. We also factored in value for money using online prices.

Fortem Car Boot Organiser

Rating: ★★★★★
Price: £19.54
Contact: *amazon.com*

AUTO EXPRESS
BEST BUY
2025

WE reviewed a Fortem organiser in our 2021 test, and it looks like it has since had a design tweak. It now features hook and loop strips, plus studded non-slip panels on the base to keep it in place, alongside two tethers for load bay tie-downs.

As we found in Issue 1,686, there are tough, rigid sides with handy covered pockets at one end and mesh pouches down each side. It folds easily and coped well with our test kit. A recent price cut seals its win.

Simply Premium Large Boot Organiser

Rating: ★★★★☆
Price: £35.67 **Contact:** *simply-brands.com*

THERE'S a family resemblance between this Simply offering and our winner (left). But pick it up and it's noticeably heavier, with a slightly larger footprint. It easily managed our test load, the five-litre pack fitting under the tall ends. It also comes with a hook and loop-fastened cover if you need to protect the contents.

There are solid floors with tabs for easy lifting, plus tethers and anti-slip patches, with hook and loop strips underneath. One compartment can be partitioned, plus there are plenty of options with mesh pouches each side and pockets at the ends.

Halfords Boot Organiser

Rating: ★★★★☆
Price: £12 **Contact:** *halfords.com*

IF you're on a tight budget, then this is the organiser for you. It might be the least expensive on test at just £12, but it works well and has a similar footprint to our winner. It accommodated our test load easily, taking a total of four wine carriers and a quartet of lightly filled Bags for Life, plus there's a host of extra pockets.

However, you can see where costs have been pared back. There are no rigid floors or tethers and it comes with just hook and loop strips underneath. It might lack the sturdiness or rigidity of our top two, but this Halfords organiser works well at a keen price.

Sakura Car Boot Organiser

Rating: ★★★★☆
Price: £18.87 **Contact:** *saxon-brands.com*

THIS Sakura organiser just misses out on a podium spot, but it still ticks a lot of boxes. It has covered pockets that are ideal for small items like fasteners and fuses plus – uniquely in this test – elastic loops in one compartment to hold bottles, aerosols and the like.

There are rigid floors, although they fold and can slip over each other. A partition can be added to one section giving a one-third/two-thirds split to provide more packing options. With a similar footprint to the Simply (above), it easily dealt with our test kit.

Thule GoBox Large

Rating: ★★★⯪☆ **Price:** £79
Contact: *thule.com*

AT nearly £80, and facing off against rivals less than a quarter of its price, this was always going to be a big ask for the Thule, but we were seriously impressed by this and the Medium version (below).

While they make great boot organisers, they are also tough folding crates, ideal for transporting camping kit and the like to and from the car when needed. They're made from exceptionally sturdy materials and this large version comes with a tethered nylon cover. Top quality – but at a price.

THULE
THULE

Thule GoBox Medium

Rating: ★★★⯪☆ **Price:** £56
Contact: *thule.com*

WHILE the larger Thule GoBox is the biggest on test, this 'Medium' model is a similar size to the Simply Premium, so coped with our test kit well.

It also has an elasticated rain cover, but it isn't tethered. There are anti-slip pads on the base but, just like its larger stablemate, more storage pockets would have been welcome. It has the same top quality build and materials but, again, it comes at a premium price.

THULE
THULE

Halfords Boot Organiser With Removable Cool Bag

Rating: ★★★☆☆ **Price:** £16
Contact: *halfords.com*

ANOTHER organiser from Halfords' bargain basement, but nowhere near as well executed as its stablemate. The material is thin and the whole thing lacks stiffness.

There are no rigid floors and the handles are only holes in each end, just big enough for a few fingertips. The cool bag, which fits into one of the three compartments, is also pretty insubstantial, although it does fold fairly easily to free up space for other kit.

Verdict

WITH so many similar products in this comparison, it was a surprise to see a clear winner in the revised Fortem, which gets just about everything right.

If you need more storage, then look no further than the larger Simply Premium Large Boot Organiser, which also ticks a lot of boxes. The final podium spot goes to the Halfords Boot Organiser, which is also our best budget choice.

Spring Essentials

AlcoSense Elite 3 Breathalyser

Price: £69.99

Visit: *alcosense.co.uk/elite3*

The AlcoSense Elite 3 breathalyser provides results that can be trusted, helping you accurately check you're safe to drive the morning after. The unit works via a premium 28mm2 semi-conductor sensor, providing a reading that goes down to two decimal places delivered in just a few seconds. This is combined with clear colour coding - green, amber and red. A memory recall function makes it easy to check the previous nine results, while the Elite 3 can be set to any limit used in the UK and Ireland. The unit is also discreet and pocket-sized, so it can be taken anywhere.

0.48
‰BAC
alcoSense
elite 3
Auto Express
BEST BUY
2023

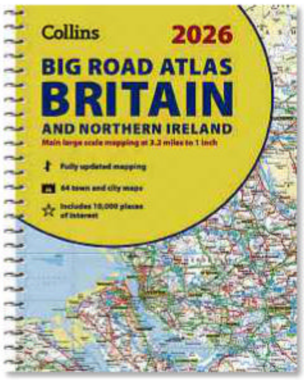
Q^{2}M Iron REDEFINED and Q^{2}M Tar REDEFINED

Price: starting at £14.50

Visit: *mycarcleaning.co.uk/collections/gyeon*

After enduring the harshness of winter, it pays to spend time giving your car a thorough cleanse. GYEON has everything you need to simplify your spring decontamination process using its Q^{2}M Iron REDEFINED and Q^{2}M Tar REDEFINED products - with both working to remove stubborn winter contaminants quickly and easily with no scrubbing. GYEON has refined these formulas for exceptional performance, durability and user-friendliness. Q^{2}M Iron REDEFINED is a fast-acting, pH-neutral iron remover that effectively eliminates ferrous deposits like brake dust, making it safe for sensitive surfaces and polished wheels. The updated formula features reduced odour, improved cling and enhanced cleaning power, while prioritising safety of use. For tackling spots of tar and asphalt that can all too easily accumulate on your car's paintwork, Q^{2}M Tar REDEFINED is a powerful organic solvent that safely dissolves organic contaminants and adhesives without harming the paint finish, glass or plastic trims. It now has a low-VOC formula, making it healthier to use, and is more efficient, with a typical consumption of 100ml per car. Both products are available in either 500ml, 1,000ml or 4,000ml bottles, starting at just £14.50.

Q2M
IRON
TAR
GYEON



2026 Collins Big Road Atlas Britain and Northern Ireland

Price: £14.99

Visit: *collins.co.uk*

Explore Britain and Northern Ireland with easy-to-read mapping from Collins. This fully updated, spiral-bound road atlas covers the whole of Britain using the ultimate 3.2 miles to 1 inch scale for clarity and ease of use. Each scale of mapping is colour-coded for simplicity, while the smallest scale maps are great for long distance route planning, and the street plans help you locate your final destination. There's also more than thirty categories of places of interest including castles, theme parks, sports venues and surfing beaches, plus full postcodes for the top 1,000 attractions – ideal for use alongside sat-nav systems.

Overland and Overland + jump starters

Price: from £89.95

Visit: *mobilesolarchargers.co.uk*

Winners of four Auto Express Best Buy reviews, the Overland and Overland + are excellent expedition-proven power banks that can also jump start any engine from 0.1 to 5.0 litres. The units can be recharged via either mains or an optional fold-out solar panel, and are supplied with their own 12V lighter-style socket.

Nilfisk Buddy II 12 Car Cleaner

Price: £59.99 with code AUTOEXPRESS40 (Normally £99.99)

Visit: *shop.nilfisk.com*

The Buddy II 12 Wet & Dry vacuum cleaner has a powerful suction that's ideal for keeping your car interior spotless, while also being robust enough to vacuum the garage or workshop after any DIY project. Includes five special car cleaning accessories. Use code AUTOEXPRESS40 to get 40% off (offer ends March 31st).

BILT HAMBER
LABORATORIES
DOUBLE SPEED-WAX
carnauba polymer paste wax
250ml

Bilt Hamber Double Speed-Wax

Price: £16.95

Visit: *bilthamber.com/product/double-speed-wax*

After you've finished meticulously cleaning your car, it's important to make sure your hard work doesn't go to waste. That's why a premium wax is a vital part of any home-detailing kit - providing a layer of protection over the paint finish while also giving a glossy shine. Bilt Hamber's Double Speed-Wax is an award-winner that's both water-repellent and detergent-resistant, producing impressive, long-lasting results. It's better value than the more expensive paste waxes, too, with Double Speed-Wax coming in at £16.95 for a 250ml tin that also includes an applicator pad and a microfibre cloth.

Sealey PW1860COMBO Pressure Washer

Price: £179.94

Visit: *sealey.co.uk*

Ideal for cleaning vehicles and machines, along with patios and other outdoor surfaces, this powerful, multipurpose Sealey Pressure Washer comes complete with a quick release Rotablast® Nozzle system and Snow Foam Gun, plus five litres of Whiteout Detailing Snow Foam. It also features Sealey's Total Stop System (TSS), which helps to extend the life of the motor and reduce water and energy consumption. The thick, rich snow foam has a satisfyingly long dwell time and breaks down dirt easily, while its formula is non-wax stripping and PH neutral, leaving a quality, streak-free finish. The package is available via Sealey's exclusive Tool Promotion, so check your local stockist for current deals.

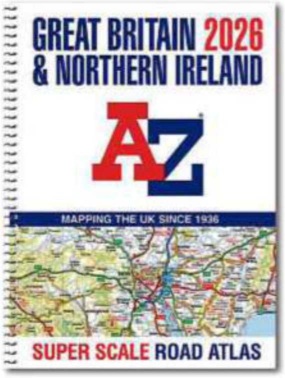
Car mats from CarMats.co.uk

Price: from £21.99

Visit: *carmats.co.uk*

CarMats.co.uk specialise in producing perfectly tailored car mats to fit every make and model. Manufactured in the UK, these custom carpet and rubber mats are weather-resistant and anti-slip, with every mat passing rigorous quality compliance tests.

With a choice of trim and embroidery options, they make a great springtime refresh for your car, or a thoughtful gift for any driver looking to start the season with a clean and stylish interior. A reassuring one-year warranty provides extra peace of mind, plus you can save 10 per cent by using the code AUTOSPRING10 when you decide to buy.



Great Britain A-Z Super Scale Road Atlas 2026

Price: £15.99

Visit: *az.co.uk*

Navigate your way around Great Britain with this detailed and easy-to-use A-Z Road Atlas. Fully revised and updated, the spiral-bound, A3 road atlas features clear road mapping at a mainland map scale of 2.5 miles to 1 inch. It includes eleven pages of main route mapping covering Greater London, Birmingham and Manchester, along with a route planning map, mileage chart with average journey times, and seventy city and town centre street plans. Plus, there's sixteen port and airport layouts, Channel Tunnel terminus maps, and an index to cities, towns, villages, hamlets, major destinations and selected places of interest, with postcodes for sat-nav use.

Autoglym Polar Foam Sprayer and Autoglym Polar Collection

Price: Autoglym Polar Foam Sprayer - £29.99 RRP / Autoglym Polar Collection - £34.00 RRP

Visit: *autoglym.com*

With spring finally here, it's the perfect time to treat your car's paintwork to a well-deserved spruce-up, and ensure it truly sparkles in the sunshine. Autoglym's latest must-have accessory, the Polar Foam Sprayer, is an easy-to-use and highly effective snow foam dispenser that can be operated without a pressure washer.

People who prefer to clean their own car can find pressure washers bulky and time-consuming to set-up and dismantle. But with the new Polar Foam Sprayer, you simply activate the hand pump and press the trigger to deliver a thick blanket of snow foam for a fast and effective clean.

The new Polar Foam Sprayer is compatible with Autoglym's acclaimed Polar range of cleaning solutions: Polar Blast, Polar Wash and Polar Seal. The Polar Blast pre-wash, high-cling foam gently loosens dirt and heavy soiling without requiring any physical contact. Polar Wash high-foaming shampoo can then be used with a wash mitt to shift any remaining surface grime without removing any previously applied waxes or sealants. Finally, Autoglym Polar Seal delivers a super protective, hydrophobic coating that repels water and dirt to deliver added protection and a high-gloss finish.

AUTO GLYM
PRESSURE WASH SERIES
POLAR COLLECTION
POLAR BLAST
POLAR WASH
POLAR SEAL

25th - 31st of March

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Tracking Solutions

Amazon Spring Deal!

TruTrak Pro GPS Trackers At Unbeatable Prices

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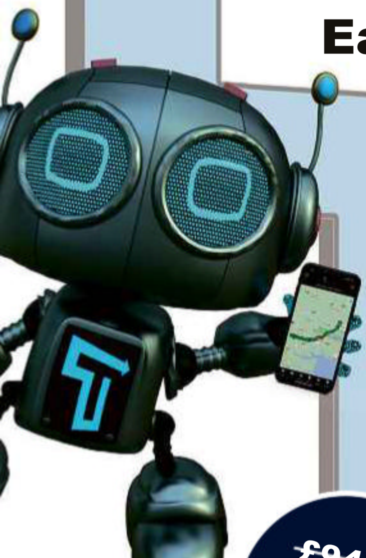

Easy Self-install

No Contract

Pay As You Go

~~£94.99~~ **£84.99** 10% off

GV57 + Tags GPS Tracking Device

The GV57 is a 4G tracker with two BLE tags. If your vehicle moves without a tag within 3 meters, you'll get a phone alert, helping prevent key cloning and theft.

For three years running, we have been identified as having 5 star trackers, app website and customer support by What Car? Magazine. ***We are very proud to be the winners again in August of 2024!***

GAT24 GPS Tracking Device

The GAT24 is a rechargeable, magnetic GPS tracker with 4G connectivity. Perfect for hiding under or inside your vehicle

~~£26.99~~ **£14.99** 44% off

FMT200 GPS Tracking Device

The FMT200 is a highly accurate 4G tracker designed to be installed on your car battery. Just loosen the battery terminals and connect the GPS tracking device.

~~£14.99~~ **£2.99** 80% off

GAT23 GPS Tracking Device

TruTrak Pro GAT23 4G GPS Tracker is a fully integrated, magnetic and self contained unit which is small enough to be hidden out of sight.

~~£24.99~~ **£12.99** 48% off

FMT100 GPS Tracking Device

The FMT100 is our most popular wired tracker and won 'What Car' best buy tracker in 2023. Installation is straight forward.

~~£34.99~~ **£19.99** 42% off

Auto Express Best Buy 2024

What Car? 2024 Best GPS tracker Winner 5/5

What Car? 2023 Best GPS tracker Winner 5/5

Autocar 2023 Best buy Winner 5 Stars

What Car? 2022 Best GPS tracker Winner 5/5

What Car? Best Buy GPS Trackers

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66 **DRIVER POWER** **TOYOTA YARIS** Ultra-reliable supermini

68 **BUYER'S GUIDE** **AUDI Q5** How to bag the best example

70 **10 FORD FOCUS** **ALTERNATIVES** Top hatchback choices

BUYING CARS

MODERN ADS ALLOW THE JOY OF SPECS

RICHARD INGRAM

Auto Express's deputy editor tells you that if you want a car in a very specific spec, you should seek out the right one – regardless of where it is

AEX NOT that long ago, the options list for a mid-tier Mercedes C-Class or a base-model BMW 3 Series would have stretched further round the block than the queue at your favourite sandwich shop on a hectic weekday lunchtime.

Dealership walls would echo with phrases such as: "Would madam like the extended ivory leather matched to the open-pore oak wood trim?", or "Maybe sir is interested in the rear-seat entertainment package, and sun blinds on the side windows?"

Things get worse the further up the luxury ladder you climb. Apparently, there are 46 billion ways to configure a Bentley – and that's before you delve into the brand's bespoke Mulliner programme where the possibilities are, quite literally, endless.

It means that if you're in the market for a high-end used car, the sheer quantity of combinations can be daunting – and doubly so on the used market. Finding exactly what you're looking for is often a challenge; whether it's a specific colour or interior fabric, or a larger sat-nav screen paired with an HD reversing camera, there may only be a handful of cars in your chosen trim – and there's a good chance they're dotted all over the country.

> "DEALERS FROM GLOUCESTER TO GLASGOW WILL HELP YOU ACHIEVE YOUR DREAM – AND DELIVER A CAR TO YOUR LOCAL SHOWROOM"

But it's possible. And if you're spending several thousand pounds on an approved-used car, you shouldn't need to compromise. If that panoramic roof is important to you, make sure you find a model with it. If you have to have a last-of-the-line special edition with bright-red brake calipers, so be it. If the car's out there, it should have your name on it.

Dealer groups can help you realise your dream, too. Many have branches stretching from Gloucester to Glasgow, and will deliver (sometimes for a small fee) to your local showroom. Someone I know recently found his perfect approved-used Porsche several hundred miles away, but after a quick phone call and a modest deposit, the salesperson had it on the back of a truck on the way to his nearest official franchise.

It's easier than it used to be, too; you're not looking at a grainy photograph in a newspaper advert any more – instead you're presented with hundreds of high-quality images, and maybe a video. Having spent way too long browsing used cars for sale through our own Auto Express website of late, the quality of adverts now means you can zoom in and check every little detail, so there is much less chance of surprise when you finally see the car in the metal.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST C

"Excellent car. Very comfy and lovely to drive, with responsive acceleration and very reassuring brakes."

MPG AND RUNNING COSTS

YOU SAID "Fuel economy is great at 50+ mpg, and the insurance is cheaper than for my previous 10-year-old car."

"My Yaris is the best car that I've ever bought. The interior quality and exterior design are both fantastic."

POSITION 3rd Toyota Yaris

USED PRICES FROM: £13,000 **YEARS:** 2020 to present **CO$_2$:** 92-112g/km **FUEL ECONOMY:** 57-68mpg (1.5 hybrid)

Energy monitor
10:38
Engine
Electric motor
Battery
Trip information
History

RIDE AND HANDLING

YOU SAID "I love driving my Yaris because it requires very little effort. It's responsive, smooth and very comfortable, which makes every journey a breeze, no matter how far."

INTERIOR AND COMFORT

YOU SAID "There is plenty of room with the back seats down, and the front seats adjust to suit me perfectly as a taller chap. I do lots of very long journeys into Europe and it never gets tiring."

> “The quality of the interior trim is poor and rather shocking for an almost-£25,000 car.”

Richard Dredge

OUR road tests make it clear that Toyota’s Yaris is one of the best superminis around, and owners are clearly in agreement. The high-scoring Toyota can’t quite manage any category wins, but its second place for running costs is partly due to an overall first place in the fuel economy sub-category, which is backed up by a third place for servicing costs and fifth overall for insurance.

Elsewhere, owners award the Yaris a second position for the provision of safety features, as well as a sixth for their functionality, which is arguably extra-important in a smaller car. The Yaris doesn’t disappoint when it comes to delivering Toyota’s legendary dependability, with a third place for reliability and fourth for overall quality.

Responsive brakes and steering help the Yaris to eighth position overall for road handling, and seventh for driving pleasure.

Ride quality is rated just outside the top 10, but evidently still satisfies in a way that practicality in a compact supermini can’t. Still, 32nd for boot space isn’t terrible, and the Yaris bags a sixth place for child-friendly features.

Finally, it’s evident that owners are impressed by the little Toyota’s hybrid powertrain, which they rank in fourth place for acceleration, and fifth for sound and smoothness.

Mk4

BEST OPTIONS: Dashcam, panoramic roof, Tech Pack

WHAT DO YOU LIKE?

> “It’s smooth and responsive. When you need a little bit of extra power, the car is more than willing to respond.”

> “Our Yaris is excellent in terms of cabin quality. It feels very much like the BMW we previously owned.”

> “I have been buying Toyota for 30 years and I think the design and materials get better and better.”

> “The infotainment sounds great, plus it’s easy and convenient to use, with clearly laid-out controls.”

WHAT DON’T YOU LIKE?

> “The driver’s seat needs a bit more height adjustment. I’m quite small and I struggle to see where the nose is.”

> “When the doors are closed with any force at all, they feel and sound as though they’re very cheaply made.”

> “The infotainment is awful. It should be so much better, or easier to upgrade to an aftermarket system.”

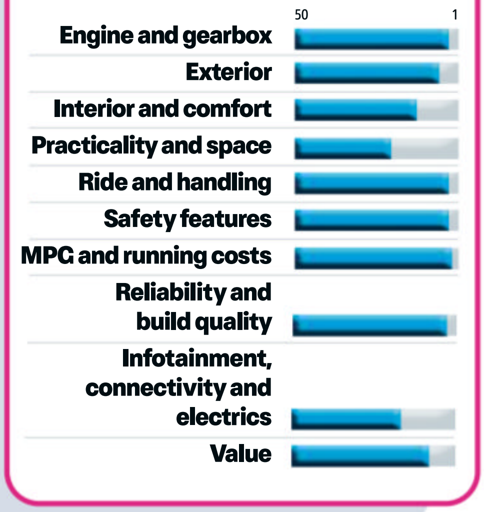
> “The boot is tiny compared with similar models from other brands. The sloping hatch makes things worse.”

90.22%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

CATEGORIES **YOUR RATINGS**



PRACTICALITY AND SPACE

YOU SAID “The Yaris is small, so I don’t expect a big boot, but the size is ample for my needs and there’s room for a spare wheel underneath. I have grandchildren and I can just about get a buggy in the boot; it’s the reason why I moved up from my previous Aygo.”

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'S GUIDE Audi

FROM £12,000 The second-generation Q5 is a great all-rounder and is more affordable than ever

Richard Dredge

WHEN the original Q5 was launched in 2008, buyers faced long waiting lists and Audi's first take on the mid-sized SUV formula continued to be a smash hit for its eight-year life.

That first Q5 was so popular and so accomplished that the firm had its work cut out creating a sequel, yet it turned out to be even better.

When the Q5 Mk2 was unveiled in 2016, it looked more modern, and was safer and more refined, while also being better to drive. An all-new third-generation Q5 is about to hit UK roads, featuring even more technology, but that doesn't stop the Mk2 from being a brilliant used buy.

HISTORY

THE Q5 Mk2 reached UK showrooms in April 2017 with 248bhp 2.0 TFSI petrol or 187bhp 2.0 TDI diesel engines, both with quattro four-wheel drive. Within weeks, there was also a 349bhp SQ5, with a 3.0 TFSI petrol engine. In spring 2019, the SQ5 was relaunched with a 342bhp, 3.0-litre V6 diesel, then in June 2019 Audi launched its first ever plug-in hybrids, the 50 and 55 TFSIe quattro.

When the Q5 was facelifted in summer 2020 it brought new infotainment, LED headlights, digital instruments and sat-nav as standard. The SQ5 wasn't updated until spring 2021, just before the Q5 Sportback was introduced, with a more rakish coupé-like rear end.

WHICH SHOULD I BUY?

AUDI didn't produce any weak variations on the Q5 theme. All models have plenty of power and equipment, with trim levels changing as the car aged. Pre-facelift, there was a choice of SE, Sport and S line, with the SE having a having a DAB radio, 10-speaker stereo, front and rear parking sensors, heated leather seats and three-zone climate control, plus 18-inch alloy wheels and xenon headlights. To this Sport trim added upgraded infotainment and LED interior lighting, while the S line came with 19-inch wheels, LED headlights, a subtle bodykit, plus leather and Alcantara sport seats.

RUNNING COSTS

THERE are fixed and variable (Flexible) service regimes; the former is set at every 12 months or 9,000 miles, while the latter stretches this to two years or 18,600 miles. On the fixed option, services alternate between Minor and Major; Flexible requires a Major every time. A Major service costs £270 for diesels (£298 for petrols and hybrids); the Major is £490 or £424.

All engines have a cambelt, which should be replaced every 130,000 miles or five years, costing £550. Some Q5s are in insurance group 25 but most are group 32 or higher and the SQ5 goes up to group 45. Fuel economy ranges from around 30mpg for 3.0-litre petrol to 50mpg for the 2.0 TDI. You can expect as much as 40mpg from the 2.0 TFSI on a run.

PRICES

VERY high-mileage Q5s start at £12,000, but otherwise expect to pay at least £15,000, which buys a 2017 Q5 2.0 TDI with about 100,000 miles on the clock. Q5s that have done under 60,000 miles start at £18,000; this secures a 2.0 TDI Sport or a 2.0 TFSI S line on a 17-plate.

Until 2019 most Q5s had a diesel engine, but petrol became more popular from 2020. That's when the first plug-in hybrids were registered and these start at £20,000 for a 20-plate TFSIe 50 Black Edition that's done 100,000 miles. This is also the start point for SQ5s; £20k buys an early petrol-engined car with 120,000 miles on the clock, whereas diesel editions start at £27,000 for a 75,000-mile example on a 19-plate.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
The Q5 feels quite nimble for an SUV, but models with larger wheels can deliver a harsh ride

☑ CHECKLIST

AUTO ONLY
Although a manual gearbox was offered with the Q5 Mk1, the Mk2 came only with automatic transmissions, plus quattro four-wheel drive.

ON THE PULL
There aren't many caravans that you can't tow with an early Q5 Mk2, which was rated at up to 2,400kg capacity. Most later Q5s are restricted to 2,000kg though.

RECALLS

AUDI has recalled the Q5 Mk2 a total of 11 times so far, the first in 2018 because some early cars had faulty airbags. Three brake-related recalls followed, in June and October 2018, then April 2019. The first two were because of sub-standard brake pistons; the third was master cylinder glitches.

Three separate recalls came between July and October 2019, because of wheelarch liners becoming detached, then in 2020 there were three more campaigns, because of faulty brake calipers, poorly made starter-alternators, and problematic front-seat back rests. The most recent came in 2021, because of sub-standard rear axle retaining nuts.

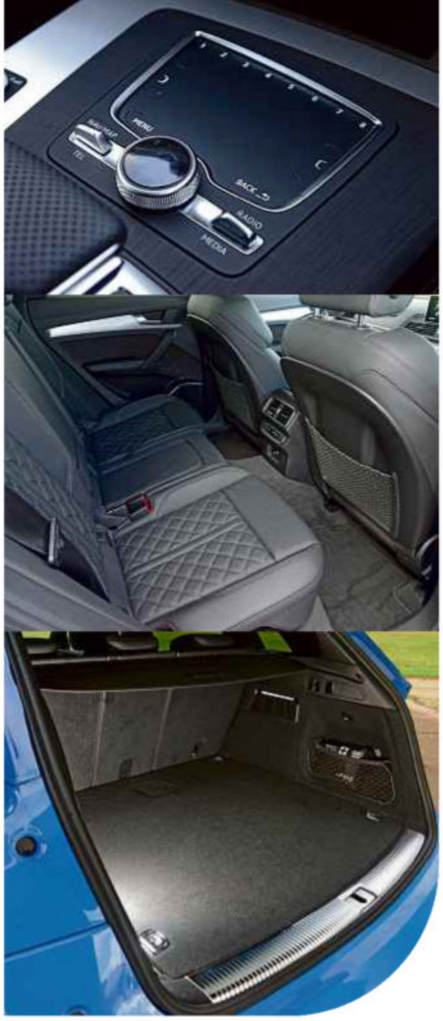
ALTERNATIVES

THERE are plenty of medium-sized SUVs, including premium contenders. Among them are the Jaguar F-Pace and the Mercedes GLC.

The former is decent to drive and comes with some great engines, while the latter has a high-tech interior and some impressive powertrains. The BMW X3 also has some efficient engines and an excellent interior, while the Lexus NX is incredibly refined and reliable. Don't overlook the Alfa Romeo Stelvio, either, which is entertaining to drive and looks great, but isn't as practical as some rivals. The class leader for dynamics is the Porsche Macan, which also has a glorious cabin – or there's the Volvo XC60, which is comfortable, stylish and very safe, but costly to run.

Q5 Mk2

BUY THROUGH AUTO EXPRESS!
Scan the code to check out a selection of used Audi Q5s



INTERIOR DETAILS
Infotainment touchpad (top) is a neat feature. Overall cabin quality and design are excellent and boot space is above average

INTERIOR

AUDI has long produced some of the best interiors in the business, in terms of quality, fit and finish, and ergonomics too. The Q5 is no exception, with premium materials, clear instruments, and an intuitive touchscreen. Better still, there are separate controls to adjust the climate control.

The good news continues when it comes to cabin space, because there's plenty of head and legroom for four adults; you can get three adults in the back seat if you need to. Even better, this space doesn't come at the expense of boot capacity, which stands at 550 litres. Find a car with the optional sliding rear seat (standard on plug-in hybrids) and you'll have up to 60 litres more at your disposal.

PLUG-IN POWER

The plug-in hybrids are claimed to be capable of up to 188mpg and 26 miles of electric range. At lower speeds, the latter is possible; expect around 45mpg in reality.

COMMON FAULTS

Electrical glitches are the most frequent; check the infotainment and climate control in particular. Elsewhere, worn ball joints aren't unusual in the front suspension, but they're not especially expensive to fix.

ON THE ROAD

FOR decades, Audi has focused on building cars that are easy to drive quickly, but not much fun. That's how it is with the Q5, which even in SQ5 form isn't engaging. Buy lower down the range and you get smaller wheels with more compliant suspension, giving greater comfort – you might find a Q5 on 21-inch wheels uncomfortably firm.

Whichever you buy, it'll be refined, and the standard-fit automatic gearbox is smooth and slick.

DRIVER POWER

THE last time the Q5 Mk2 appeared in a new-car survey was in 2020, when it came 46th out of 75. The only top-10 score was a fifth for child-friendly features; next best were smartphone connectivity (18th) and all-round visibility (19th).

Front-seat comfort (72nd), servicing costs (74th) and steering responsiveness (64th) were very disappointing though, while 51st for reliability left plenty of room for improvement.

VERDICT ★★★★½

THERE'S no denying that the all-new Q5 that's about to hit UK roads is a mightily impressive car, but its arrival doesn't make its predecessor any less desirable. Indeed, for many, the Mk2 has all of the technology you could ever need and more; and with superb low-mileage second-generation Q5s available for less than £25,000, it's excellent value. With a choice of really good petrol, diesel and plug-in hybrid powertrains to choose from, and plenty available on Audi's Approved Used scheme, you can't really go wrong, as long as you buy the right engine for your needs.

Volkswagen Golf Prices from £27,760

1

EVEN when the Ford Focus was dominating the new-car market, the Volkswagen Golf was never far behind, and the two had quite the rivalry over the years. The Ford may have been better to drive, but you could always rely on VW to put together the classiest and most refined cabin in this segment.

Today's Golf range starts at £27,760 in Life trim and, as you'd expect from a VW, it comes with a load of kit as standard, including built-in sat-nav, keyless start, adaptive cruise control, a 12.9-inch touchscreen and a wireless smartphone charger. Like a few of the cars on this list, the Golf is also available with a more practical estate body, and there's a decent selection of powertrains; hot hatch enthusiasts are well catered for by the GTI and R variants.

PROS

- Vastly improved in-car tech
- Diverse powertrain range
- Reassuring ride and handling

CONS

- Some ergonomic niggles remain
- Underwhelming cabin quality
- Road noise on larger wheels

BUY THROUGH AUTO EXPRESS!

Scan the code to check out deals on Golfs in stock now

10 FORD FOCUS ALTERNATIVES

FROM £22,295 As the Ford Focus prepares to bow out, we suggest some other great cars worthy of your attention

Vauxhall Astra Prices from £25,245

3

THE Astra's longevity is incredible and the current model is the most impressive yet, even if there isn't a hot-blooded VXR version topping the range. Sitting on the same platform as its Peugeot 308 sibling, the Astra offers all the variety of the French car, but starts in a more basic Griffin trim, bringing the starting price down to £25,245.

We'd argue that the Astra has even more dramatic looks than the Peugeot and while it's not as engaging from behind the wheel as a Ford Focus, it still offers a refined and well mannered driving experience with tidy handling. The Vauxhall is a little pricey in plug-in hybrid or pure-electric form, however, and, as in the 308, back-seat passengers might find things a little cramped.

PROS

- Standard kit
- Fine handling
- Striking looks

CONS

- Limited rear legroom
- Some cheap interior trim
- Steep price of plug-in models

BUY THROUGH AUTO EXPRESS!

Scan the code for new Astra offers on cars in stock

Peugeot 308 Prices from £31,820

2

PROS
Looks great
Cabin quality
Infotainment system

CONS
Dull handling
Tight rear-seat space
Poor automatic gearbox

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Peugeot 308 deals

UNLIKE the Focus and the Golf, the Peugeot 308 comes with the added flexibility of pure-electric power in the E-308 edition. There are also diesel, mild-hybrid petrol and plug-in hybrid powertrains on offer, so there really is something to suit most needs in the Peugeot hatchback.

One area where the 308 isn't so varied is its line-up of trim levels. Here, you have the option of Allure, which starts from £31,820 with the mild-hybrid, or the GT. The interior of the 308 is a huge step forward from its predecessor when it comes to quality and technology, but it's worth mentioning that the bold i-Cockpit set-up with a small steering wheel and high-set dash display won't suit everyone. And while the boot capacity (all 412 litres of it) is impressive, it impinges on rear passenger space a tad.

Tom Jervis

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SINCE it arrived in 1998, the Ford Focus has been one of the best family hatchbacks you can buy – practical, with a wide variety of trim levels to suit every need and always fun to drive.

However, as with the Fiesta and Mondeo in recent years, Ford has decided to pull the plug on the car, despite its success, and production will halt later this year. You might think the void left by the Focus means there's nothing left for the traditional hatchback buyer – but here are some great five-doors, SUVs, fastback saloons and EVs for anyone looking to replace Ford's big-selling favourite.

Citroen C4 Prices from £22,295

4

PROS
Keen pricing
Mix of powertrains
Comfortable ride

CONS
No manual option
Smaller boot than rivals
Clunky interior technology

BUY THROUGH AUTO EXPRESS!
Scan the code for hot deals on the Citroen C4

THE cheapest car on this list comes in the form of the Citroen C4, which starts from £22,295 in mild-hybrid guise. However, the C4 has more appeal than just its entry price tag. It's also available in all-electric e-C4 trim, and Citroen's hatchback has a slightly raised ride height to help it negotiate speed bumps and kerbs. It's not the most fun car to drive, but it rides beautifully thanks to Citroen's 'Advanced Comfort' set-up.

Recently facelifted, the C4 comes with a 10-inch touchscreen and 5.5-inch driver's display, along with 18-inch alloys and automatic dual-zone air-conditioning, but overall it's not as well equipped as some others – or as practical. You get a fairly average 380 litres of boot space with the rear seats up, but that figure rises to 1,250 litres with them lowered.

Skoda Octavia Prices from £27,390

5

PROS
Huge boot
Comfortable ride
Smart interior design

CONS
No longer cheap
Not huge fun
Rear headroom

BUY THROUGH AUTO EXPRESS!
Scan the code for great Skoda Octavia deals

OUR Family Car of the Year, the Skoda Octavia, is a great alternative to the Ford Focus, because there's a version to suit everyone's needs. The 1.5-litre petrol is an ideal frugal fuel-sipper for the school run, while the 2.0-litre diesel is great for long-distance motorway miles, and the hot vRS offers plenty of power for keener drivers. If the Skoda's roomy fastback boot isn't big enough, there's even a more practical Estate.

The Octavia's versatility goes beyond its engines and interior, however. Even the base SE Technology trim has a long equipment list, plus supple suspension makes it comfortable to drive. Throw in a premium-feeling interior, and you'll see why it's such a popular choice.

Nissan Qashqai Prices from £30,135

7

PROS
Good safety kit
Technology
Comfortable and refined

CONS
Poor CVT gearbox
Smaller boot than rivals
Unexciting to drive

BUY THROUGH AUTO EXPRESS!
Scan the code for top Nissan Qashqai deals

THE Nissan Qashqai must be doing something right to have been one of the nation's best-selling cars for the past decade. As a mid-size SUV, the Qashqai packs all the benefits of a traditional family hatchback into a more fashionable bodystyle.

The family-focused Nissan doesn't excel in any particular area, but it scores strongly in terms of safety, practicality, driveability and equipment. The efficient mild-hybrid engine is perhaps the best choice for the majority of buyers, offering a decent mix of power and fuel economy, while the range-topping e-Power hybrid provides smooth EV-style short-distance running with the additional range and dependability of a petrol tank.

MG4 Prices from £26,995

9

PROS
Fast charging
Fun to drive
One of the best-value EVs

CONS
Budget interior
Frustrating touchscreen
Road noise at speed

BUY THROUGH AUTO EXPRESS!
Scan the code to find the best price on a new MG4

WIND the clock back a few years and the concept of an electric family car costing the same as petrol rivals seemed preposterous. But the MG4 rewrote the rulebook, providing a more accessible route into EV ownership, with a price tag up to £5,000 below ICE rivals.

MG is under Chinese ownership, and some its cars of late have struggled to channel the British marque's sportscar DNA. But, with a rear-wheel-drive set-up and light-yet-sharp steering, this is not the case for the MG4 – particularly the range-topping XPower model, with its astonishing 3.8-second 0-62mph time. On the other hand, efficiency is also a strong suit, making the all-electric MG4 as affordable to run as it is to buy.

Honda Civic Prices from £35,505

PROS
Efficient hybrid
Good to drive
Improved interior

6

CONS
Firm low-speed ride
Road noise
Dated infotainment

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Civic deals

YOU get the sense that Honda really tried with this latest-generation Civic. The interior looks slick (despite a tiny nine-inch screen) and feels sturdy with premium materials throughout – which is for the best, given the range's starting price these days.

With the exception of the Type R hot hatch, every Civic uses the same 2.0-litre hybrid powertrain. It's a clever set-up that packs two batteries, two electric motors and a CVT transmission to provide efficiency and smoothness. The Honda is surprisingly agile on the road, too, with a great chassis. True, space in the rear isn't the most generous, but pop open that rakish boot lid and you'll find a healthy 410-litre capacity back there.

Toyota Corolla Prices from £30,505

PROS
Comfortable ride
Hybrid efficiency
Solid build quality

8

CONS
Boot space not great
Limited rear-seat space
No plug-in hybrid

BUY THROUGH AUTO EXPRESS!
Scan the code to find deals on the Toyota Corolla

THE Corolla is now in its 12th generation and remains not just a popular choice on British taxi ranks, but globally too. Toyota's family model comes in hatch or estate bodystyles and relies on a choice of hybrid powertrains – a 1.8-litre or 2.0-litre with 138bhp or 193bhp respectively (although a 2025 update will drop the 2.0-litre down to 176bhp).

The main reason why the Corolla has become so popular is its efficiency, which has seen it steal sales from its Prius sister. Both engines return 64.1mpg on the combined cycle, the best of the mild hybrids here. As if that wasn't enough, the Corolla is also better-looking than many of its predecessors, steers and rides well, and has good build quality.

Ford Puma Prices from £26,350

PROS
Handling
Boot space
Tech-laden cabin

10

CONS
Sluggish auto gearbox
Pricey base model
Narrow engine range

BUY THROUGH AUTO EXPRESS!
Scan the code to find great Ford Puma deals

PICKING up the mantle as Ford's go-to family car after the Focus is gone is arguably the model that resulted in its demise in the first place. The Puma has been a runaway success for the Blue Oval, and has been the UK's best-selling car for the past two years. Whether in standard petrol guise, the sporty ST or even the fully electric Gen-E, all versions of the Puma are attractive buys thanks to their stylish looks and sharp driving characteristics.

While it may be based on the smaller Fiesta supermini, the Puma is more practical than the larger Focus in several ways. Its raised driving position provides better visibility in tight spots and its 450-litre boot is around 75 litres larger than that of the outgoing hatchback.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23810
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25760
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24850
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26800
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24545
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26495
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25585
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27535
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28560

Black Edition: add £1700 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

NEW CAR PRICES

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
42kWh (118) auto Armani Edition	193	9.0	0	18	£33995

500C: add £2675 to Hybrid, add £6000 to Electric

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24350
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27350
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25350
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28350
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£32995
81.4kWh (201) auto Air	372	7.7	0	36	£35995
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39495
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm

Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm

Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ Driver Power: 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ Driver Power: 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ Driver Power: 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ Driver Power: 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	18	£22995
40kWh (120) auto Techno	190	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	248	8.0	0	22	£26995
52kWh (150) auto Iconic Five	248	8.0	0	22	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ Driver Power: N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR
(not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext’d Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext’d Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext’d Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

MONTHS after we launched Auto Express in 1988, I signed up a couple of star players who knew a thing or two about motoring, motorsport and the art of buying, owning and selling cars.

The first was Stirling Moss. Readers loved his often maverick views on everything from car occupant safety, to cars that should or shouldn't be bought and his definitive list of F1 heroes and villains. Stirling was so on the case that by the early nineties, he assured me a go-karting kid he'd just discovered was destined to be a grand prix driver and, potentially, a future F1 world champion. The little boy? Lewis Hamilton.

My other recruit was a guy who on weekdays helped run his family's Peugeot dealership, then at weekends raced for the McLaren, Williams, Tyrrell, Ligier, Benetton and other F1 teams. He was, and still is, Martin Brundle, who made being his ghost writer a doddle because he spoke with such authority and passion. He was a great listener, too – as I found when I suggested he move into radio or TV work at the end of his driving career, before he laughed, thanked me... and took my advice. Thirty-odd years later, he is acknowledged as the voice of F1. Rightly so.

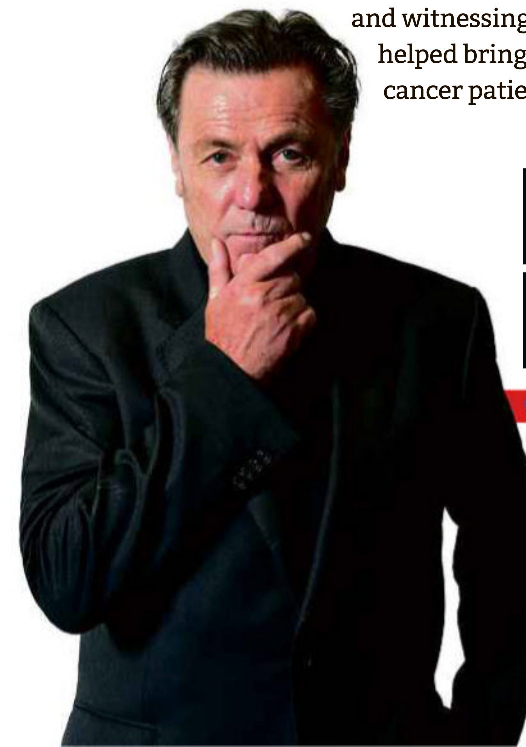
> **"IT'S NOT JUST THE CAR AND MOTORSPORT BUSINESSES THAT HAVE BEEN ROBBED OF EDDIE JORDAN. THE WIDER WORLD WILL MISS HIM ENORMOUSLY, TOO"**

But there could have been, should have been and very nearly was a third motoring and motorsport legend on our books. I had dealings with Eddie Jordan at the Japanese Motor Show, numerous F1 paddocks and the posh cocktail bar at the New Otani Hotel in Tokyo, where he hilariously held court as he played the lovable rogue role that amused so many people. The countless and deeply moving tributes and obituaries devoted to him after his sad passing last week tell us much about his extraordinary life and achievements.

But not everything. Our paths recently crossed again – in London, where I was shocked to see him, behind the scenes, working tirelessly to help raise millions of pounds for child and young adult cancer patients. Then, in a peaceful residential side street a short walk from the mayhem of the University College London Hospital, he ensured that the money was wisely spent building 'home-from-home' rooms and suites for the youngsters.

This was the caring, loving, serious and secret side of the man. He did not do this compassionate work for self-publicity or personal glory. Pure and simple, he did it for the kids, their brothers, sisters, mums, dads and other loved ones.

It's not just the car and motorsport businesses that have been robbed of Edmund Patrick Jordan. The wider world will miss him enormously, too. One of my biggest regrets is that I didn't sign him up as The Father of the Auto Express House. But right up there as one of the greatest honours of my life was meeting him and witnessing the compassion, hope, peace and comfort he helped bring to my son Marcus and countless other young cancer patients. Thank you and bless you, Eddie.



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